

SECTION 055
SPECIFICATIONS - RESTORATION

Restoration of all property damaged or disturbed by the work shall be completed as soon as possible. If restoration work has not been completed in accordance with permit conditions but no longer than ten (10) days after receipt of written notice to complete restoration, the District may have the work completed by others and the Contractor shall be responsible for the costs of such restoration.

If immediate permanent surface restoration is not possible, a temporary dust free driving surface shall be provided. Temporary surfaces shall be maintained by the Contractor until such a time as a permanent surface is installed.

Removal and restoration of disturbed areas shall be completed as specified by the property owner and governing authority. Where not specified by the property owner and governing authority, removal and restoration shall be in accordance with these Specifications. The Contractor shall also be responsible for securing such permits, bonds, or licenses as may be required. Where accommodation is given to a property owner in lieu of restoration, a written release for both the Contractor and the District must be secured from the property owner and presented to the District.

1.0 Roadway Restoration

Restoration of roadways within rights-of-way owned by the City of Peoria shall be completed in accordance with the City of Peoria specifications titled "General Utility Removal & Restoration Guidelines". Restoration of roadways within jurisdictions other than the City of Peoria shall be completed in accordance with these Specifications or local regulations, whichever is more stringent. In the absence of specific detail drawings, default to the City of Peoria standards.

Removal of the full-width of lanes shall be required when:

- Specified on a permit issued by the agency with jurisdiction over the right-of-way in question,
- Required within specifications released by the same, or
- As directed by GPSD.

Full lane width is not required for:

- Concrete base roadways not within an Illinois Department of Transportation (IDOT) right-of-way, or
- For removal and replacement of a manhole casting and lid only.

The removal of the full-width of lanes shall mean the removal of all pavement materials within an area encompassing the limits of a given excavation and bounded by the nearest longitudinal joints on either side of the excavation.

If full-width pavement removal is not required by any of the conditions above, the following specifications will determine the limits of pavement removal unless specified otherwise by a governing authority:

- The limits of pavement removal shall be at least one (1) foot beyond the limits of excavations.
- If a proposed saw-cut is within five (5) feet of an existing pavement joint the cut shall be made at the pavement joint.
- Any damage to the existing roadway beyond the limits of the repair caused by Contractor activity shall be repaired by the Contractor at its expense.
- The cutting of pavement shall extend through the full depth of the existing pavement base.
- Saw-cuts shall be straight and true and yield an area of pavement removal with square corners.
- After completion of pavement restoration, locations where the pavement is cut beyond the limits of squared corners shall be repaired by the Contractor.

Roadway restorations performed after removal and replacement of manhole castings and lids shall conform to both requirements contained within this Section and the related drawings in Section 095 of these Specifications.

- Where manhole casting and lid removal and replacement is not within PCC pavement, pavement restoration within the limits of cuts made to facilitate the replacement of the manhole casting and lid shall be completed by constructing PCC throughout the full depth of the excavation.
- Where manhole casting and lid removal and replacement is within PCC pavement, pavement restoration within the limits of cuts made to facilitate the replacement of the manhole casting and lid shall be completed in accordance with IDOT Standard 420111-03.

Performing roadway restoration in this manner shall be allowed only when the manhole casting and lid as well as any underlying adjusting rings are being removed and replaced; if other components of a manhole, including flat-top sections and barrels are being removed and replaced, then roadway restoration shall be performed as defined above.

1.1 Roadway Base Course

After backfill has been constructed in accordance with these Specifications, the Contractor shall provide approved base course materials, installation, equipment, testing, etc., in accordance these Specifications.

When a gravel base course is required, the IDOT Specifications for aggregate base course, Type A or B, shall govern, except for the subsections regarding methods of payment and the basis of payment. The material used shall be IDOT gradation CA-6, crushed stone, and from a local source approved by IDOT.

When a Portland cement concrete rigid base course is required, the IDOT Specifications for Portland concrete cement (PCC) base course shall govern, except for those subsections regarding method of payment and basis of payment. Generally, the class of concrete used for the construction of roadway base courses shall be Class PP in accordance with Article 1020.04 of the IDOT Specifications; however, Class PV may be used as directed by GPSD.

When a bituminous (flexible) base course material is required, the IDOT specifications for bituminous base course shall govern, except for those subsections regarding method of payment and basis of payment.

1.2 Roadway Permanent Surface Restoration

Except where otherwise directed by GPSD or the local agency having jurisdiction, roadways, including benching and filling for same, shall be restored to the original grades and surface. Roadway permanent surface restoration shall conform to the following:

1.2.1 Aggregate Surface Courses

Unimproved roadways or driveways having aggregate surface courses shall be restored with a like surface placed over the entire roadway or driveway. The IDOT Specifications for placement of an Aggregate Surface Course shall govern except as noted in these Specifications. Type A or B surface course, in accordance with Section 402 of the IDOT Specifications shall apply. The material shall be crushed stone, taken from a local source approved by GPSD. The surface shall be reshaped to grade and compacted in place to the satisfaction of GPSD.

1.2.2 Bituminous Material and Sealcoat Aggregate (“Sealcoating”)

Construction of sealcoat roadways shall be performed in accordance with Class A-3 of Section 403 of the IDOT Specifications. Seal coat aggregate and cover coat aggregate shall be trap rock. Seal aggregate materials shall be 3/8”, Class A-1 materials and conform to gradation CA-16 as per current IDOT Standard Specifications for Road and Bridge Construction. Cover coat aggregate materials shall be Class A-2 materials and conform to gradation CA-14 also per current IDOT Standard Specifications for Road and Bridge Construction. Bituminous materials used for both cover coat and seal coat during hot weather applications as defined within Section 403 of the IDOT Specifications shall be PG46-28.

1.2.3 Bituminous Binder and Surface Courses, Class I

Improved bituminous roadways or driveways shall be restored in accordance with Section 406 of the IDOT Specifications and the specifications below. Subsections regarding methods of measurement and basis of payment shall not be applicable. All equipment is subject to the approval of GPSD. Reclaimed asphalt pavement materials shall not be permitted for use.

The prime on brick, concrete, or bituminous base shall be SS-1, applied at a rate in accordance with the IDOT Specifications. Prime on aggregate bases shall be MC-30, also applied at a rate in accordance with the IDOT Specifications. The mixture used for cracks, joints and flangeways shall be per IDOT Specifications. The leveling binder, binder course, and surface course shall be Class I, Type 1. GPSD may specify a mixture design or elect to have the Contractor recommend a mix design based on specific applications.

Bituminous surface courses shall be three (3) inches thick except as otherwise required by an owner with jurisdiction over the location to be restored. Unless required by GPSD, a test strip shall not be performed.

1.2.4 Concrete Roadway Surfaces

Improved roadways with a concrete surface shall be restored in accordance with IDOT specifications for Class B pavement patching, Section 442 and Section 420 except as noted below.

The subsections of the IDOT Specifications that pertain to methods of measurement and basis of payment shall not be applicable. For the purpose of these specifications, a Class B patch shall not necessarily mean a pavement patch along the full width of a lane, but can refer to a patch cut narrower than full lane width depending on field conditions.

Within Type III and Type IV, Class B, patches, as defined in Section 442 of the IDOT Specifications, reinforcement with pavement fabric shall be constructed where specified on the Plans or by the governing jurisdiction. If required, reinforcement shall be constructed in accordance with the IDOT Specifications. If not specified on the Plans or by the governing jurisdiction, reinforcement with pavement fabric shall not be constructed within Type III or Type IV, Class B, patches.

1.2.4.1 Pavement Joints

Joints between new pavement and other surface features such as existing pavement, shoulders, curbs and gutters shall be constructed in accordance with Sections 442 and 420 of the IDOT Specifications. Where the Contractor removes a transverse contraction joint, a new one shall be constructed per IDOT Specifications at that location upon reconstruction.

Constructed joints shall be sealed in accordance with Section 420 of the IDOT Specifications.

Dowel bars shall be anchored into tie holes by use of a two-part epoxy specifically formulated for such applications. The epoxy anchor and its application shall be per the IDOT Specifications and the manufacturer's recommendations.

If existing longitudinal keyed joints are damaged during the performance of work the Contractor shall replace damaged, keyed joints.

Unless specified otherwise by a governing authority, when restoration is completed by the construction of concrete surfaces, joints shall be sawed into the surface of the concrete in accordance with IDOT Specifications. The depths of sawed joints shall be equal to one-third (1/3) of the thickness of the receiving concrete slab.

1.2.4.2 Concrete Replacement Surface

Forms shall be in accordance with Section 1103 of the IDOT Specifications. The design, engineering and construction of forms shall be the responsibility of the Contractor. He shall design the forms to adequately support and safely carry the load of the concrete without deflection. The Contractor shall be responsible for any injury or damage arising from inadequate forms or from premature removal of formwork.

Depth of replacement concrete slabs shall match that of the existing roadway but shall not be less than six (6) inches, the depth of that existing prior to removal or that required by the governing authority, whichever is greater. The Contractor shall use an appropriate class of Portland cement concrete relative to use as specified in Section 1020 of the IDOT Specifications. For example, pavement patching completed using a concrete replacement surface shall constructed using a Class PP concrete selected and mixed in accordance with the IDOT Specifications.

1.3 Opening Roadway to Traffic

Pavement patching shall proceed in accordance with the IDOT specifications for opening roadways to traffic. The guidelines detailed in Section 701.05 (e) shall apply, except that both multi-lane construction zones and complete roadway closures shall be allowed only with the approval of GPSD. If traffic control guidelines that allow for either multi-lane construction or roadway closures are included in a permit issued by an agency with jurisdiction over a right-of-way in question, then these guidelines shall govern construction included under the scope of the permit.

Construction live loads shall not be placed on concrete until the conditions of Article 701.05 (e)(2) of the IDOT Specifications have been met. The special mixture referred to in this section of the IDOT Specifications shall only be allowed upon the direction of GPSD.

2.0 Restoration of Sidewalks, Ramps, Curbs, Gutters, Driveway Approaches and Medians

Sidewalks, ramps, curbs, gutters, driveway approaches and medians shall be removed and replaced as directed by local authorities and shall include the provision, maintenance and deconstruction of all necessary measures to control both vehicular and pedestrian traffic around the sites of work.

Regardless of existing status prior to removal, removal and replacement of sidewalks, ramps, curbs, gutters, driveway approaches and medians shall be in accordance with the latest version of guidelines for Public Rights-of-Way (PROWAG) as required by the U.S. Architectural and Transportation Barriers Compliance Board.

Sidewalks, ramps, curbs, gutters, driveway approaches and medians construction within City of Peoria right-of-ways shall be in accordance with the City's specifications including the latest version of the document titled "Guidelines for Sidewalk and Drive Approach Construction".

Sidewalk, ramp, curb, gutter, driveway approach and median restoration within IDOT right-of-way shall be as specified in Section 606 of the IDOT Specifications, except those subsections regarding methods of measurement and basis of payment. Sidewalk restoration within IDOT right-of-way shall be as specified in Section 424 of the IDOT Specifications, except those subsections regarding methods of measurement and basis of payment.

If replacement curb is constructed to adjoin to existing curb of different dimensions, the Contractor shall transition from the new curb to the existing as directed by GPSD. Joining replacement curb or replacement curb and gutter to existing or newly constructed flexible or rigid pavement materials shall be as specified within the IDOT Specifications including Standard 606001-04.

Damaged sidewalks shall be temporarily restored as directed by GPSD and in accordance with the Americans with Disabilities Act (ADA) Standards. Judgment of where and when all temporary surfaces shall be provided and determination of the frequency of the temporary surface maintenance shall rest with GPSD. The Contractor shall pay all costs for such temporary surface work and the cost shall be included in the contract price.

Unless otherwise specified, concrete driveway approaches shall be constructed with a thickness of no less than six (6) inches if adjoining to a residential property and no less than eight (8) inches if adjoining to a non-residential property.

Control joints within the limits of sidewalk areas of driveway approaches shall be spaced equal to the width of the replacement sidewalk.

3.0 Restoration of Driveways

The IDOT Specifications for pavement patching, Class B, shall apply when restoring driveways. Driveways shall be removed and replaced to the nearest available existing joint beyond the trench limits. Driveways shall be replaced with a driveway of the same thickness as the existing driveway; however, the thickness of the constructed driveway shall be no less than six (6) inches. Driveways shall be constructed using Class PV, PCC in accordance with the applicable IDOT Specifications. Dowel bars and tie holds shall be installed in accordance with these Specifications. Concrete materials, placement, curing and finishing shall be as required in these Specifications.

Within the limits of replacement driveways not including the area of sidewalk within driveway approaches, control joints shall be spaced at intervals not exceeding ten (10) feet with a minimum depth of cut equal to one quarter of the slab thickness. A centerline control joint is required for driveways greater than twelve (12) feet in width. Where new construction abuts existing structures (i.e. garage floors, brick veneer walls, fence posts, etc.) an isolation joint extending the full depth of the concrete slab shall be required.

4.0 Restoration in Non-Roadway Areas

Where sewers, manholes or structures are constructed, repaired or modified in areas outside of roadways or driving surfaces disturbed areas shall be restored by reestablishment of the surface to grades existing prior to disturbance and stabilization of restored areas including establishment of vegetative cover throughout the whole of the disturbed areas. Necessary erosion control measures and seeding shall be in accordance with these Specifications; however, within the City of Peoria, vegetative restoration shall be in accordance with the City's Stream Buffer Requirements as expressed within Part III, Article V, of the City of Peoria Ordinance 15739. All excess excavated materials and debris shall be promptly removed from the site.

To minimize settlement after the work is completed, where lawn, agricultural or unimproved areas are to be restored, the backfilled material shall be thoroughly compacted in accordance with these Specifications. Regarding lawn areas, backfilling shall be brought to an elevation six (6) inches from the top of the ground and the balance of the trench shall then be filled up with select topsoil. Adjacent lawns scarred or injured in any way shall also be cultivated and pulverized and dressed smoothly with select topsoil.

Within the mandatory warranty period on the work performed by the Contractor as detailed in these specifications, the Contractor shall be responsible for all subsequent landscaping associated with repair of the work performed. This shall include, but not be limited to, reseeding and the correction of settled backfill. The Contractor shall not request additional compensation for such work.

5.0 Agricultural Surface Restoration

Disturbance of existing agricultural areas shall be minimized. Before extensive disturbance of an agricultural area, existing topsoil shall be removed and isolated from other materials and placed in stockpiles that are protected from weather and erosion. No other materials shall be allowed to be mixed or stockpiled with topsoil materials.

Restoration shall be performed using the stockpiled reserves of topsoil and any additional topsoil materials necessary to compensate for losses. Topsoil materials shall be placed such that compaction is minimized. The depth and quality of the placed layer of topsoil shall be equal to the existing depth of topsoil at the area of disturbance.

6.0 Restoration of Alleys

Restoration of alleys shall be as follows except for those circumstances where the alley surface is either concrete or unimproved. For directions regarding the restoration of concrete alleys, reference the above section titled "Concrete Roadway Surfaces". For directions regarding the restoration of unimproved alleys reference the above section titled "Restoration in Non-Roadway Areas".

When restoring a bituminous alley, the restoration method shall be dependant upon the length of the pavement to be removed and replaced as measured along the centerline of the sewer. If the length of the saw-cut pavement is less than 50', 8-inches of CA-6 granular materials from approved local deposits shall be installed as base material on top of materials installed as backfill in accordance with these Specifications. Materials and gradations shall be in accordance with the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition, the Section for Coarse Aggregate Standards. Granular materials shall be crushed gravel or a crushed stone with a minimum of 75% fractured material, from IDOT-approved sources. Surface materials shall be no less than three (3) inches of premium class "I", cold-patch material in accordance with IDOT Serial No. M120-05 and installed in accordance with these Specifications. However, unless specified by GPSD, restoration of alleys after removal and replacement of manhole castings and lids shall be completed in accordance with the specifications above and not this subsection governing the

restoration of alleys.

If the length of the saw-cut pavement is greater than or equal to 50', 10-inches of recycled aggregate materials (RAM) shall be installed on top of materials installed as backfill in accordance with these Specifications. Also, if the saw-cut pavement is greater than or equal to 50', alley removal and replacement shall extend the full-width of the alley throughout the entire length of the saw-cut.

END OF SECTION