

SECTION 26

RESTORATION OF SURFACES

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26.1 General

Restoration of surfaces within the public right-of-way and easements shall include the removal of the existing surface, the disposal of the surplus material and the construction of new surfaces and adjusting all new and existing structures for proper grade prior to paving as indicated on the plans and/or as specified in these Standards.

26.2 Restoration of Paved Surfaces

Restoration of any paved surfaces damaged during the course of construction shall be restored to a condition as good as or better than existed prior to the beginning of the work, in accordance with the following specifications.

A. Paved Surfaces:

Streets, alleys, sidewalks, driveways, curbs and gutters, not constructed or maintained by the State Highway Department, but paved with asphalt, concrete, cinders, crushed stone, water-bound macadam, oil-bound macadam, or heterogenous paving materials, which are wholly or partially removed, damaged, or disturbed by the Contractor's operations, shall be restored with like or better materials, acceptable to the City and the City Engineer, to a condition as good as or better than existed prior to the beginning of the work, so that movement of traffic, both vehicular and pedestrian, through the restored way shall be as free, safe and unimpeded as before.

B. Temporary Pavement Replacement

Trench surfaces of highly traveled streets and roads may be, at the direction of /the City, required to receive a temporary pavement replacement of cold mixed bituminous pavement. This temporary pavement shall be surface mixture Class A or B prepared and placed in accordance with Section 406 - Cold Mixed Bituminous Pavement of the latest edition of the Indiana Department of Transportation Standard Specifications. Prime and tack coats shall not be required. All temporary pavement shall be maintained by the Contractor to proper grade so as not to impede the safe flow of traffic until the permanent pavement replacement is made.

C. Permanent Paving

Permanent paved surfaces shall be restored in accordance with the following requirements, unless otherwise set forth by the City and the City Engineer. In all cases, the methods and materials of restoration shall meet the requirements of the Indiana Department of Transportation, as applicable.

1. Class "B" Concrete Pavement

Existing local streets, roads, alleys, driveways and parking areas consisting of concrete pavement shall be restored according to the following requirements.

Areas subjected to excavation or damage by the Contractor are to be replaced as a whole. Sidewalks are to be replaced in complete sections, streets and driveways as complete sections or replaced with sections that coincide with the original pattern, and to the City's and/or City Engineer's satisfaction.

Prior to placing concrete, the existing edges are to be saw-cut in a neat straight manner, sub-base compacted, wetted down and edges swept clean. The use of flexible joint material is required as needed. All chunks of existing material larger than three by three (3 x 3) inches are to be removed.

Class B concrete pavement shall consist of a cast in place, layer of Class A concrete with one (1) layer of woven wire fabric (6 x 6 - W1.4 x W1.4) meeting ASTM Designation 497. The concrete layer shall be six (6) inches thick. All rigid concrete pavement work and materials shall meet the latest specifications of the Indiana Department of Transportation.

2. Class "C" Asphalt Pavement

Existing local streets and roads consisting of asphalt paving shall be restored with binder and surface of the thickness specified and as follows:

Areas subject to Class C asphalt pavement replacement shall have the existing edges cut in a neat straight manner as to remove irregularities and damaged areas. Manholes, existing valve areas, etc. are to be boxed out in a neat manner. All cuts shall be parallel or perpendicular to the trench. Curved or diagonal cuts shall not be allowed. All chunks of existing material larger than three by three (3 x 3) inches are to be removed.

Any previously placed temporary surface or pavement, shall be removed to allow placement of the binder and surface. After the base is cutback, it shall be re-compacted with a ten (10) ton roller or other suitable equipment if approved by the City and/or City Engineer. Care shall be taken to assure that not less than six (6) inches of compacted aggregate base remains below the permanent pavement.

A tack coat shall be applied to the cleaned and patched surface at a rate of 0.05 to 0.10 gallons per square yard immediately prior to placing of bituminous mixtures.

The binder course(s) shall consist of compacted Hot Asphaltic Concrete, Type A, Size No. 9LV or 11LV as defined by the latest edition of the Indiana Department of Transportation Standard Specifications. Compaction shall

be accomplished with suitable smooth wheel rollers. Generally, conventional self-propelled rollers of not less than ten (10) tons gross weight shall be used. The City and/or City Engineer shall consider alternate equipment only if Contractor requests same in writing and includes technical data on the specific equipment to be considered.

The quantity and thickness of binder courses required shall match the existing pavement but shall not be less than one (1) course, three (3) inches in thickness.

When the existing base is granular material, or a new granular base is placed, the surface shall be fine graded and compacted by rolling to produce a smooth uniform surface free of voids and depressions.

The surface course shall consist of compacted Hot Asphaltic Concrete Surface Type A (Size No. 11LV or 12LV), as defined by the latest edition of the Indiana Department of Transportation Specifications and placed in the same manner as described above for binder. The surface thickness shall match the existing pavement, but not be less than one (1) inch.

3. Adjustments of Shoulders Necessitated by Resurfacing

The shoulders of the road shall be adjusted to the elevation of the resurfacing with all materials (i.e. earth, sod, gravel, crushed stone, asphalt, etc.) necessary. The transition may be made within a distance of one (1) foot to one and one-half (1½) feet from the edge of paving except in unusual cases where a greater distance is required. Existing driveways shall be primed and wedged from a featheredge to the final height of the resurfaced street paving.

18.3 Restoration of Ground Surfaces

All ground surfaces in public Rights of Way and easements that have been damaged or destroyed by the Contractor's operations shall be restored in accordance with the following specifications. All surplus material, rock, trees, shrubs, concrete pipe, asphalt, crushed stone, etc., not to be used in the Contractor's restoration operations shall be removed from the site and disposed of in an acceptable manner.

A. Restoration of Grassed Areas with Sod

Where shown on the plans or required by the City or City Engineer, established grassed areas shall be restored with sod containing grasses of comparable quality. Sod shall be placed and rolled so that the final elevations of the area being restored are the same as existed prior to the beginning of construction. Sod shall be pegged where necessary and shall be watered and cared for to assure its survival.

B. Restoration of Grassed Areas with Seed and Mulch

The Contractor shall seed and mulch in one of the following manners:

1. Seed

The ground shall be loosened approximately three (3) inches deep with a disc or a harrow and fertilized with twenty-five (25) pounds of 10-10-10, or equivalent, and one hundred (100) pounds of agricultural lime per one thousand (1,000) square feet.

The mixture of seed applied shall be as follows:

35% Kentucky Bluegrass
30% Perennial Rye Grass (*Lolium Perenne*)
30% Kentucky 31 Fescue
5% Inert Matter

The seed shall be applied at a rate of four (4) pounds per one thousand (1,000) square feet and shall be well raked or boarded into the soil and mulched with straw of sufficient thickness to hold the seed until it has germinated.

2. Mulching Material

Materials for mulching shall be wheat, oats, barley or rye straw only. All materials shall be reasonably free from weed seeds, foreign material, and other grasses and chaff, and shall contain no Johnson Grass. The straw shall be reasonably bright in color and shall not be musty, moldy, caked, or of otherwise low quality. The straw shall be dry on delivery and spread evenly.

Mulch net may be required on special areas designated by the City to hold mulch in place until turf is established. The net shall be made of a tightly twisted craft paper yarn, leno woven with a wrap count of one (1) pair of yarns per two (2) inches and a filling count of two (2) per inch. Salvage edges and center shall be reinforced with polyethylene filament. The material shall have a minimum width of forty-five (45) inches.