PART 6 - UTILITY WORK AND OTHER CONSTRUCTION WITHIN PUBLIC RIGHT-OF-WAY

6.01 PERMIT REQUIRED

A right-of-way construction permit is required to work within the public right-of-way. Permits may be obtained from the Public Works Administration. Permits for utility work must be obtained by the owner of the utility. A right-of-way construction permit is not required for sidewalk, driveway, or mail box construction. See Parts 2 and 3 for the construction of sidewalks and driveways and Section 6.03(A) for the construction of mailboxes.

6.02 TRAFFIC CONTROL

A. The permittee is responsible for all traffic control and work site safety. Traffic control shall meet the standards for Work Zone Traffic Control as defined in the current edition of the Manual on Uniform Traffic Control Devices for Streets and Highways. A traffic control plan may be required by the City Engineer.

B. The permittee shall provide adequate lighted barricades and/or fencing to protect pedestrians. All excavations shall be fenced when the contractor is not at the site.

C. There may be situations where the traffic load or site conditions will allow only a portion of the street to be closed at one time. On collector and arterial streets contractors may be required to bore and jack to place a new utility beneath the street surface.

6.03 MISCELLANEOUS CONSTRUCTION

A. Mailboxes - The base of all mailboxes shall be a minimum of 18 inches from the edge of the pavement. Brick or other masonry support structures are not allowed. Contact the local post office for current regulations regarding the height and offset of the face of the mailbox.

B. Retaining Walls - Private retaining walls are not allowed within the public right-of-way without an agreement for temporary use of public right-of-way approved by the City Engineer.

C. Monitoring Wells - Monitoring wells are allowed in the public right-of-way only when it can be shown that the wells cannot be located on private property. Monitoring wells are subject to special permit conditions.

6.04 CLEAR ZONES

A. On streets with curbs, the clear zone shall be 3 feet for streets with a posted speed limit of 25 mph or less, 6 feet for streets with posted speed limits of 35 to 45 mph and 10 feet for streets with a posted speed limit greater than 45 mph. On streets without curbs, the clear zone shall be 10 feet for 2-lane and 4-lane facilities.

B. For sidewalks and trails, the clear zone shall be 1 foot for sidewalks less than 6 feet in width and 2 feet for sidewalks or trails 6 feet wide and greater.

C. Variances to clear zone requirements will be considered for overhead electrical facilities where compliance will significantly impact existing trees. In no case will a clear zone of less than 2 feet be allowed. A clear zone variance must be approved by the City Engineer.

6.05 EXCAVATION AND BACKFILL

A. Within public right-of-way, backfill shall consist of Class A crushed stone or suitable job excavated material placed in 1-foot lifts compacted to 90% Modified Proctor Density. If crushed stone is used, the top 12 inches of backfill shall consist of suitable job excavated materials. Flowable mortar may be used upon approval of mix design by the City Engineer. Sand backfill is not permitted; however, sand may be used as utility bedding.

B. In all other areas backfill shall consist of suitable job excavated material placed in 1-foot lifts and compacted to 85% Modified Proctor Density.

6.06 WORK AROUND TREES

A. Use care to prevent work within the drip line of trees.

B. When work falls within the drip line of trees, contact the City Engineer or City Forester.

6.07 RESTORATION OF BRICK STREET SURFACE

A. Use care to salvage bricks during excavation.

B. Construct a 7-inch thick base of IDOT Class M concrete. Allow enough depth for installation of brick on a sand cushion.

C. Brick shall be placed on a sand cushion making sure the pattern and elevation match the surrounding street.

D. A 50% sand and 50% Portland cement mixture shall be swept into the brick joints and fogged with a mist of water to insure seating of the brick.

6.08 RESTORATION OF ASPHALT OVERLAY ON BRICK STREETS

A. Construct a 7-inch thick base of IDOT Class M concrete flush with the top of the surrounding bricks.

B. Tack and place ½-inch IDOT Type A asphalt surface course and compact to the proper elevation.

6.09 RESTORATION OF ASPHALT OVERLAY ON PORTLAND CEMENT CONCRETE STREETS

A. Construct a concrete base of the same thickness as was removed using Class M mix. An IDOT type BT-3 joint shall be used to joint the base to existing concrete. Use #5 epoxy coated bars, 24 inches in length, spaced 30 inches on center drilled and grouted 9 inches into the existing slab. The concrete base shall be flush with the existing concrete.

B. Tack and place ½-inch Type A asphalt surface course and compact to the proper elevation.

6.10 RESTORATION OF PORTLAND CEMENT CONCRETE STREETS

A. Concrete shall be removed to the nearest longitudinal joint and a minimum of half the panel between transverse joints. Only full or half panels may be removed. Full panels must be removed if the portion to remain is cracked or settled.

B. Concrete shall be sawed to insure a clean break at the joints.

C. An IDOT type BT-3 joint shall be used to join to the existing concrete. Use #5 epoxy coated bars, 24 inches in length, spaced 30 inches on-center drilled and grouted 9 inches into the existing slab.

D. Place new concrete of the same thickness as was removed using IDOT Class M mix.

E. All joints shall be sawed and sealed according to IDOT detail RH-51.

6.11 OTHER SURFACES

A. All areas outside the paving which are disturbed shall be restored to their original condition.

B. When approved by the governing authority, unimproved streets (rock or rock and oil, seal coated streets, or hot mix asphalt surfaced streets) may be repaired or restored with Bituminous Seal Coat consisting of 1 or more applications of Binder Bitumen with 1 or more successive applications of cover aggregate. Materials, Equipment and Construction methods shall be in general conformity with Section 2307 of the current Iowa Department of Transportation Standard Specifications for Highway and Bridge Construction.

6.12 MAINTENANCE

A. Seeding or sodding of disturbed areas shall be maintained until watering is no longer required for self-sustaining growth.

B. The owner of the utility will be responsible for repair or maintenance of settled areas within the right-of-way and pavement repairs for a period of 2 years from the date the work is completed.