

(10) *Restoring and maintaining the rights-of-way.*

- a. To complete any ROW work, the ROW user shall restore the ROW and surrounding areas, including but not limited to any pavement, foundation, concrete slabs or curbs, screening, landscaping, or vegetation and shall comply with other reasonable conditions of the director. All work shall comply with all such specifications as may be established by the director. The ROW user shall restore the rights-of-way and surrounding areas and shall comply with other reasonable conditions of the director. Restoration of the ROW shall be completed within the dates specified in the ROW permit unless the director issues a waiver, extension, or a new or revised ROW permit.
- b. The ROW user shall not permit an excavation to remain open or ROW work to continue in the ROW longer than is necessary to complete the repair, installation, or action, and in no event, may an excavation or ROW work remain open or continue beyond the expiration of the ROW permit or any approved extension. Unless otherwise approved by the director in writing, all excavations shall be filled in or covered at the end of each working day. Street plate bridging (SPB) to cover open excavations shall be authorized subject to requirements contained in the standard specifications.
- c. It shall be the duty of any person making an excavation in the ROW to backfill such excavations and restore the surface in accordance with the city's minimum prescribed standards for such surfaces, on file with the city, or the following standards, as determined by the director:
 1. If the excavations are made in the improved portion of the ROW, 12 inches of granular backfill will be placed over exposed facilities and controlled low strength material (CLSM) will fill the hole within eight inches of the finished surface for concrete pavements. There will be a plastic membrane placed between the rock base and the CLSM to prevent the material from bleeding into the rock base. The remaining eight inches will be restored by placing a 28-day minimum strength, 4,500 PSI concrete mix.
 2. If the excavations are made in the improved portion of an asphalt or combination street, 12 inches of granular backfill will be placed over exposed facilities, and CLSM will fill the hole within nine inches of the finished surface. There will be a plastic membrane placed between the rock base and the CLSM to prevent the material from bleeding into the rock base. The remaining nine inches will be restored by placing a six-inch thick, 28-day minimum strength, 4,500 PSI concrete mix under a three-inch asphalt concrete lift of type C mix to meet existing grades.
 3. Construction of asphalt driveway entrances in residential ROW will be constructed of six inches of compacted rock base and three inches of type C asphalt concrete mix. Construction of asphalt driveway entrances in commercial ROW will be constructed of four inches of compacted rock base, seven and one-half inches of type X and three inches of type C asphalt concrete mix. Concrete driveway approaches will consist of a four-inch compacted rock base and be a minimum of six inches thick in residential ROW and eight inches thick in commercial ROW.
 4. The initial cut in a street pavement shall be equal to the width of the trench with the option of being jack hammered or saw cut. The final cut in an asphaltic concrete street pavement shall be one (1) foot wider than the trench width and shall be made only by saw cutting of the pavement.
 5. For cuts in concrete paved streets, concrete pavement replacement shall be full slab length (joint-to-joint) and full slab width (curb or gutter to street centerline) unless specifically authorized otherwise by the director.
 6. Refill excavation with suitable unfrozen materials free from trash, rubbish, vegetative and deleterious material, and/or rocks over three (3) inches in maximum dimension. Unless otherwise provided or approved by the director, each layer shall not exceed eight (8) inches in depth and shall be compacted thoroughly.
 7. Compaction shall meet or exceed the most current version of the standards and conditions of the city and the ASTM International (American Society for Testing and Materials). If inspections were not requested or a valid ROW permit obtained, the city may require compaction testing by a registered professional engineer licensed in the State of Missouri at the ROW user's expense.