



## **Guidelines for Excavation and Core Restoration (Section 2965)**

For complete roadway restoration requirements, please review the City of Edmonton Design and construction Standards. The website is [http://www.edmonton.ca/city\\_government/urban\\_planning\\_and\\_design/city-design-construction-standards.aspx](http://www.edmonton.ca/city_government/urban_planning_and_design/city-design-construction-standards.aspx).

### **I. Introduction**

All work within road right-of-way must be completed as per the City of Edmonton Design and construction standards. City Operations will audit utility work locations to ensure restoration standards are met for moratorium locations. Workmanship falling below standards may require removal and restoration to the satisfaction of City Operations. City Lands must be restored to the same state and condition in which it existed prior to the commencement of the work.

### **II. Definitions**

- A. **Utility Cut:** Utility work undertaken by City of Edmonton departments, other government agencies, private companies, or individuals involving trenching, cutting or pushing under, across or along, or in any way causing damage to existing roadway infrastructure on road right-of way, in particular, road, alleys, curb, gutter, walk, crossings and boulevards.
- B. **Road Right-of-way:** Land within Municipal Boundary that is not titled parcel and forms part of the transportation system network.
- C. **Moratorium Road:** Roads that have Visual Condition Index (VCI) rating of 6.0 and higher based from the MPMA database of Pavement Maintenance Section, City of Edmonton.
- D. **Utility Company:** The owner of the utility facility subject for construction or improvement.

### **III. Conditions**

#### **Cutting of Infrastructure**

- 1. Remove pavement structure to the edge of pavement if the edge of utility cut is **less than 1.5m from the edge of pavement** for collector roads and lower and **less than 1.0m** for freeways and arterials.
- 2. For cuts on asphalt walk or shared use path (SUP), divide the walk longitudinally into equal 1.5m minimum width strips. Remove only the strip or strips disturbed by the utility cut.

## Daylighting

3. Should coring or cutting on roads for utility locate and crossing is required, the core/cut holes shall be kept out from vehicle wheel path whenever possible. Keyhole technology shall be used where ever the road structure allows.
4. Fill-Crete shall be used for backfill material up to the bottom of the base layer for all daylighting holes. **Do not use Fill-Crete within the roadway structure.**

## Backfill and Roadway Base Structure

5. Trenching and backfill shall be completed in accordance to Section 2318 of the City of Edmonton Design and Construction Standards. Place backfill in uniform horizontal lifts and compact each lift according to backfill types.
6. Utility trench or core backfill requires backfill material testing on ALL cuts/cores under the roadway, alley or sidewalk. Refer to Section 02317 (1.3) & Section 02318 (3.7.4) in the roadway design and construction standards for details. Testing data stating ULA and OSCAM number must be sent to [utilitycuttestingdata@edmonton.ca](mailto:utilitycuttestingdata@edmonton.ca) at the end of the project.
7. Roadways that have undergone Full Depth Reclamation (FDR) as identified at [http://www.edmonton.ca/bylaws\\_licences/licences\\_permits/road-rights-of-way.aspx](http://www.edmonton.ca/bylaws_licences/licences_permits/road-rights-of-way.aspx)  
Foam locations, two options are available. The Foam can be replaced with plant mix foam at a 1:1 ratio or a granular base at 1.75: 1.0 ratio. For example, a 200mm foam structure can be replaced with:
  - a. 200mm of plant mix foam material
  - b. 350mm of granular base material
8. Roadways with Concrete base: Place concrete base of a thickness matching the existing concrete one-course pavement or base. Tie the new concrete to the existing concrete using 15M deformed bars, 300 mm long, at 750 mm spacing on each side of the utility cut. Stagger the tie bars from side to side, with the bars extending 150 ±25 mm into the existing concrete at mid-depth.

## Pavement Restoration

9. For Moratorium and No Cut Roadways: A rectangular patch shall be **perpendicular to the roadway and to the full width of all affected driving lane OR to full road width** in case of alley. Mill the adjacent asphalt pavement 50mm deep and overlay full width of affected driving lane or lanes disturbed by the utility cut.
10. For VCI less than 6 (Non- Moratorium): Mill the adjacent asphalt pavement 50mm deep extending 300mm past the excavation.
11. Should there be more than one excavation in the roadway the patches shall be combined into one (1) **continuous** patch based on the distance between the excavations as per the chart below.

Roadway type	<b>No Cut Moratorium</b>	<b>Moratorium</b>	VCI less than 6
Arterial	60m or less	30m or less	15m or less
Collector	60m or less	30m or less	15m or less
Residential/Industrial	15m or less	15m or less	Not Applicable
Alley	15m or less	15m or less	Not Applicable

12. All saw cuts must be contained by the grinding. An asphalt emulsion must be applied prior to placing asphalt. Place 50mm of 10mm-HT on arterial or collector streets, or with 50mm of 10mm-LT on residential streets or laneways. Various road segments within the City is composed of **Stone Mastic Asphalt (SMA)**, as shown on the SMA Locations Map attached. Restoration shall be in accordance to Section 2067 of the City of Edmonton Design & Construction Standards.

### **Sidewalks and Boulevard**

13. Should it be necessary to cut OR should there be any damage to concrete sidewalk, curb & gutter, curb ramp and or bus pad, removal limits, restoration and replacement shall be full panels to the nearest crack control joint, transverse or longitudinal. Use 10M deformed dowel bars at 300mm spacing and extending 300mm into both sides of the joint.
14. No temporary asphalt shall be accepted in place of concrete. Concrete restoration work is not allowed from November 1<sup>st</sup> to March 2<sup>nd</sup>. Permanent repair must be done within 90 days after your temporary restoration or shortly after March 2<sup>nd</sup> if the 90 days falls within the no concrete work restriction period. You must contact our office via email at [utilitycuttestingdata@edmonton.ca](mailto:utilitycuttestingdata@edmonton.ca) to inform us when the permanent restoration of sidewalk is scheduled. Include the OSCAM number in the email.
15. Applicant shall contact 780-508-9352 or email at [nocutexemption@edmonton.ca](mailto:nocutexemption@edmonton.ca) to inform construction schedules at least two (2) working days prior to start of construction and to arrange construction site meeting and inspection.
16. Restoration to boulevard must be restored back to the pre-cut condition. Any damaged turf areas must be re-sodded as required and maintenance (watering and mowing) of restored turf areas will be the responsibility of the contractor until the sod is established.

### **General**

17. As per Traffic Bylaw 5590 , Part IV, Section 68 of the City of Edmonton Bylaw, ULA and OSCAM permits require that all work is complete as per the City of Edmonton Design and construction standards. Failure to complete roadwork

as per permit issued may result in ticketing, fines and restoration costs charged back to permit holder.

18. Should you have any questions or require clarification regarding this exemption, please contact Ms. Michaela Pfluemer at 780-508-9352.

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