

Page 2, Peoples Gas, Light and Coke, July 12, 2012

As related to restoration resurfacing requirements when multiple openings are required in a four month period, CDOT has set out a more simplified one tier process applying to moratorium and non-moratorium streets alike. The newest version will encompass any cut, or cuts, by the same agency on any size city street, within 150' feet of each other, in a four month period, on the same side of the street, to the nearest paving joint, 5' on each side of the transverse cut (p. 40 and Appendix A-2-1C).

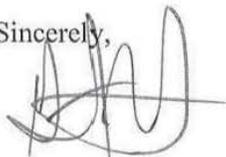
This restoration resurfacing requirement was amended in response to your concerns that restoring moratorium streets, to the degree originally outlined, was going to be costly to your agency. This revision, lessens the burden on your agency, but also protects the taxpayer dollars invested in our public way by seeking a satisfactory footprint of restoration from all agencies and contractors building in the public way, but not so large as to appear unreasonable.

Lastly, the street moratorium period has been shortened from 7 years to 5 years on asphalted streets (p. 3). The concrete moratorium remains at 10 years. This reduction from 7 to 5 years will provide a measure of relief for you from the degradation fees that are now applicable to those streets under moratorium.

These CDOT Regulations and Standards for Openings, Construction, and Repair in the Public Way, 2012, are now in full force and effect. Thank you for your contributions.

Please call me with any questions at 312-744-3600.

Sincerely,



Gabe Klein  
Commissioner

GK/MV

Attachment

P. Harney  
W. Cheaks  
D. Burke  
L. Treat  
M. Simon  
J. Kalayil  
C. Williams  
J. Levine  
M. Volini



Peoples Gas Company  
130 East Randolph Street  
Chicago, IL 60601-6207  
www.peoplesgasdelivery.com

November 14, 2012

Commissioner Gabe Klein  
Chicago Department of Transportation  
30 North LaSalle Street, Suite 1100  
Chicago, IL 60602

Re: Follow-up to The Peoples Gas Light and Coke Company ("Peoples Gas")  
Acknowledgement of the Chicago Department of Transportation's  
("CDOT") July 2012 Revisions to the Regulations for Openings,  
Construction and Repair in the Public Way

Dear Commissioner Klein:

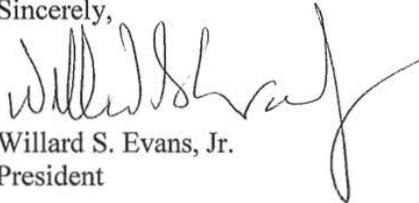
On September 4, 2012, I wrote to you on behalf of Peoples Gas acknowledging the July, 2012 changes to CDOT's Regulations for Openings, Construction and Repairs in the Public Way. Since that time, Peoples Gas has thoroughly reviewed and assessed those changes and has calculated the estimated impact the new regulations will have on Peoples Gas' customers (the City's residents and businesses). As is shown on Attachment A, this assessment has revealed a significant increase in projected annual costs for both capital and maintenance work. For 2013 Peoples Gas estimates a \$30.3 million annual increase in capital costs and a \$13.9 million annual increase in operation and maintenance ("O & M") costs. In light of the additional costs, on October 23, 2012 Peoples Gas submitted to the Illinois Commerce Commission supplemental direct testimony in its recently filed rate filing Docket No. 12-0511.

In addition to the considerable cost impact on Peoples Gas' customers, Peoples Gas is struggling with understanding certain changes and also needs time to make procedural changes to implement certain revisions. Peoples Gas has a significant concern that in transitioning to the revised regulations that City citations will significantly increase related to work performed by Peoples Gas and its contractors in the public way. The result would be a cost and workload burden on CDOT inspectors, the City Department of Administrative Hearings, Peoples Gas and its' customers. Attachment B details the more significant issues that Peoples Gas needs to discuss with CDOT and obtain clarity.

Commissioner Gabe Klein  
November 14, 2012  
Page 2

I thank you for your continued patience as we diligently work toward implementing the new regulations.

Sincerely,

A handwritten signature in black ink, appearing to read "Willard S. Evans, Jr.", written in a cursive style.

Willard S. Evans, Jr.  
President

Attachments

cc: Pat Harney, First Deputy Commissioner, CDOT  
Juan Santiago, Team Leader, Special Projects, Peoples Gas

Line Item	Code Reference	Code Description	AMRP			CAPITAL EXPENDITURES			PUBLIC IMPROVEMENT			OPERATION AND MAINTENANCE			
			2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015	
1	3B	Streetscape Specialized Restoration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	3B1/Appendix F	Degradation Fee impact on overall permit fee (Moratorium Street)	\$1,790,211	\$1,790,211	\$1,790,211	\$1,590,066	\$1,590,066	\$1,590,066	\$1,590,066	\$1,590,066	\$1,590,066	\$7,454,473	\$7,454,473	\$7,454,473	\$7,454,473
3	3B.12	Parking fee for payboxes	\$2,648,053	\$2,780,456	\$2,919,478	\$311,052	\$326,605	\$342,935	\$680,522	\$714,548	\$749,073	\$648,116	\$680,522	\$714,548	\$749,073
4	3B.13	Cost for Project Signs	\$5,565	\$5,843	\$6,135	\$6,773	\$4,741	\$4,978	\$4,520	\$4,746	\$4,520	\$6,458	\$4,520	\$4,746	\$4,978
5	3C.1.1	Cost to investigate third party hits	\$0	\$0	\$0	\$10,920	\$11,466	\$12,039	\$217,854	\$228,747	\$239,640	\$207,480	\$217,854	\$228,747	\$239,640
6	5A	Trench Backfill if less than 4' wide: FA22, CA13 or 16, Flowable Backfill; 4' or more wide: FA6 or 22, CA6, 11, 13 or 16, Flowable Backfill	\$3,801,600	\$3,991,680	\$4,191,264	\$90,010	\$94,510	\$99,236	\$1,462,547	\$1,535,675	\$1,608,803	\$1,392,902	\$1,462,547	\$1,535,675	\$1,608,803
7	5B	Abandoned Vault-remove and fill with FA22, CA13, CA16 or flowable backfill.	\$2,463	\$2,586	\$2,715	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	5C	All abandoned-in-place pipes filled with flowable backfill, not grout	\$660,179	\$693,188	\$727,847	\$110,345	\$115,862	\$121,655	\$115,862	\$121,655	\$127,444	\$0	\$0	\$0	\$0
9	5C	FA02 now only allowed as bedding and Trench Backfill to 6' above pipe, not as Trench Backfill for whole trench.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	6C	Utility cut patches-150 feet or less apart or placed within 6 months- all to be included in resurfacing quarter or more of roadway section	\$14,857,543	\$15,600,420	\$16,380,441	\$565,469	\$593,743	\$623,430	\$1,713,047	\$1,798,700	\$1,874,353	\$1,631,473	\$1,713,047	\$1,798,700	\$1,874,353
11	6C	Pavement Restoration complete and open to traffic in 14 days from underground work completion	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	6C.8	New 'Abbey Road' bar crosswalks; bike lane symbols & markings, required. All in thermoplastic material, not paint. Entire crosswalk/intersection impacted needs to be restored. Not just impacted area.	\$1,260,066	\$1,335,307	\$1,417,492	\$129,411	\$137,139	\$145,581	\$1,090,423	\$1,161,751	\$1,232,902	\$1,025,795	\$1,090,423	\$1,161,751	\$1,232,902
13	6C.10	HOT Poured Joint Sealant- full perimeter-all private utility cuts	\$1,681,716	\$1,648,200	\$1,730,610	\$427,925	\$449,321	\$471,787	\$957,915	\$1,005,811	\$1,056,101	\$957,915	\$1,005,811	\$1,056,101	\$1,106,397
14	Appendix A	Change restoration extension of openings from 3' overlap to 5' overlap	\$0	\$0	\$0	\$307,486	\$322,860	\$339,003	\$638,147	\$670,055	\$701,958	\$607,759	\$638,147	\$670,055	\$701,958
<b>Total Cost/Year</b>			<b>\$26,707,396</b>	<b>\$27,847,892</b>	<b>\$29,166,196</b>	<b>\$3,549,456</b>	<b>\$3,646,313</b>	<b>\$3,750,711</b>	<b>\$13,932,372</b>	<b>\$14,624,795</b>	<b>\$15,316,706</b>	<b>\$13,932,372</b>	<b>\$14,624,795</b>	<b>\$15,316,706</b>	<b>\$16,013,611</b>

Year	Cost
2013	\$44,189,224
2014	\$45,761,550
2015	\$47,541,701

## Attachment B

Peoples Gas request for Clarification of Revisions to the CDOT Regulations for Openings,  
Construction and Repair in the Public Way, Dated July 2012

1. Section 3B.1, paragraph 2 at page 22 & Appendix F, *A degradation fee for openings within a Moratorium Street is now required.*

**Q:** Does every opening on the block need to be captured in the calculation? How about openings that may/may not be required or known (e.g. service cut-off openings)?

2. Section 3B.2.1 at page 23, *As-built drawings must be maintained electronically by Permittee and furnished to CDOT if requested.*

**Q:** Is GIS information acceptable?

3. Section 3B.12 at page 25, *Fees for obstructing parking at metered locations are required.*

**Q:** What changed in the regulation? What is the fee? Can the fee be negotiated?

4. Section 3B.13 at page 26, *Project signage requirements are addressed.*

**Q:** Can Peoples Gas continue to use existing signs created last year for AMRP projects?

**Reason for grace period:** To provide Peoples Gas the opportunity to purchase and distribute new signs to all Peoples Gas crews and contractors.

5. Section 3B.14 at page 26, *In case of damage to existing appurtenances by the permitted construction the Permittee must now keep existing condition surveys and photos on file and provided to CDOT upon request.*

**Q:** What is meant and required by “condition survey”?

**Q:** Does this only apply to surface facilities? Or does it apply to underground facilities as well?

**Reason for grace period:** To provide Peoples Gas the opportunity to develop requirements, processes and implement IT systems to manage the volume of documents.

6. Section 5A at page 34, *Materials allowed for use as Trench Backfill have been revised and compaction requirements have been further defined and results shall be provided when requested by CDOT.*

**Reason for grace period:** To provide Peoples Gas and its contractors the opportunity to exhaust the current inventory of material and make arrangements to switch to the new

material. This will also provide an opportunity for Peoples Gas' Construction Specifications to be updated and contracted project pricing to be negotiated with construction contractors or work rebid.

7. Section 5B at page 34, Abandoned facilities (structures, duct, pipe) to remain in the Public Way are required to be filled.

**Q:** Is it possible for Peoples Gas to obtain an exception of this requirement for small diameter and service pipes running to the premises perpendicular from the street?

**Q:** Is there a difference between flowable fill and grout?

**Q:** What does Peoples Gas need to provide CDOT to have an alternate to flowable fill (i.e., foam) approved?

**Reason for grace period:** To provide Peoples Gas and its contractors the opportunity to set up policies, procedures, train employees and obtain vendors/contractors to perform this type of work. The grace period will also allow for contracted project pricing to be negotiated with construction contractors or work rebid.

8. Section 6C at page 40, New asphalt paving restoration requirements have been established. If two or more openings on the same side of the street, by the same entity, within a six month period occur, then the restoration must be monolithic to include the cut, or cuts within 150' of each other, 5' on either side of the transverse edges, and to the nearest longitudinal paving joint. This applies to Moratorium and Non-Moratorium Streets.

**Q:** Attached as Schedule 1 are some examples that Peoples Gas is requesting that CDOT clarify. These are examples on the application of this requirement to intersections.

**Reason for grace period:** To allow for the contracted project pricing to be negotiated with construction contractors or work rebid.

9. Section 6C at page 42, All pavement must be restored to finished grade (temporary roadway plate removed) and open to traffic within 14 days of the pavement removal, or completion of underground repair and/or installations.

The construction permit states the following: Permanent base pavement restoration to follow within 5 days after the completion of underground work.

**Q:** Does the language on the permit contradict the language in the CDOT regulations or does it refer to temporary restoration?

**Q:** Peoples Gas' work requires that several activities be performed in the street several times before underground work is complete. Two examples of this type of work include Peoples Gas' leak repair and main replacement process. In the leak repair process Peoples Gas may need to make openings on the same street on separate occasions (the first time would be 7 days after the first openings are made) until it has been confirmed that the leak was repaired. In the main replacement process there may need to make openings in the street when the main is installed, when the new services are installed, when the old services are cut-off and when the old main is retired and abandoned. How does CDOT recommend that Peoples Gas

comply with the restoration timing requirements listed on the permit and in the CDOT regulations in these scenarios?

10. Section 6C, paragraph 8 at page 44, Crosswalk marking system impacted by restoration shall be restored in their entirety, curb to curb across the given leg of the intersection during any temporary condition, and as a permanent restoration.

**Q:** Is it acceptable to use pavement marking tape or paint as temporary restoration and to restore only the portion that was damaged understanding that when performing final restoration Peoples Gas will comply fully with this requirement. If this is not acceptable, what type of temporary restoration will be acceptable?

**Reason for grace period:** To provide Peoples Gas the opportunity to have the contracted project pricing be negotiated with construction contractors or work rebid.

11. Section 6C, paragraph 8 at page 44, New details for crosswalk and bike markings have been added.

**Q:** Peoples Gas would like CDOT to explain the extent of restoration required when work impacts a bike path. Peoples Gas' current understanding is that we would be responsible for replacing anything that is damaged.

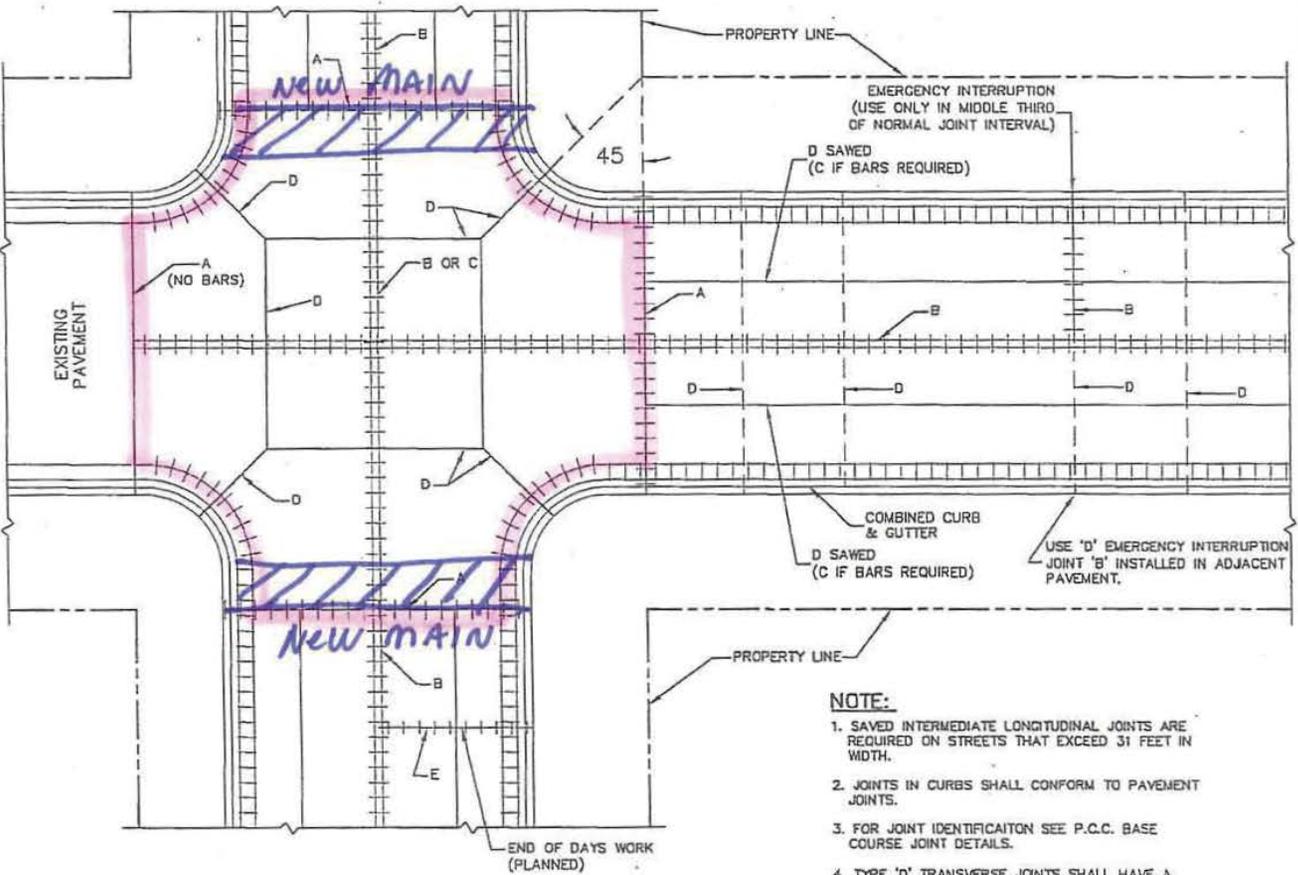
**Reason for grace period:** To provide Peoples Gas the opportunity to have the contracted project pricing be negotiated with construction contractors or work rebid.

12. Section 6C, paragraph 10 at page 44, Crack sealing the full perimeter of the restored cut is now required.

**Reason for grace period:** To allow for the contracted project prices to be negotiated with construction contractors or work rebid.

Attachment B, Schedule 1

TYPICAL JOINT LAYOUT FOR P.C. CONCRETE PAVEMENT



NOTE:

1. SAVED INTERMEDIATE LONGITUDINAL JOINTS ARE REQUIRED ON STREETS THAT EXCEED 31 FEET IN WIDTH.
2. JOINTS IN CURBS SHALL CONFORM TO PAVEMENT JOINTS.
3. FOR JOINT IDENTIFICATION SEE P.C.C. BASE COURSE JOINT DETAILS.
4. TYPE 'D' TRANSVERSE JOINTS SHALL HAVE A MAXIMUM SPACING OF 20 FEET.
5. SEE SPECIAL PROVISION FOR JOINING P.C.C. PAVEMENT AND P.C.C. BASE.

 CHICAGO DEPARTMENT OF TRANSPORTATION		DATE	REVISION	CITY OF CHICAGO	
				TYPICAL JOINT LAYOUT FOR P.C. CONCRETE PAVEMENTS	
	DATE	SHEET	DRAWN BY		
	12/26/06	A-2-3A	CDOT		

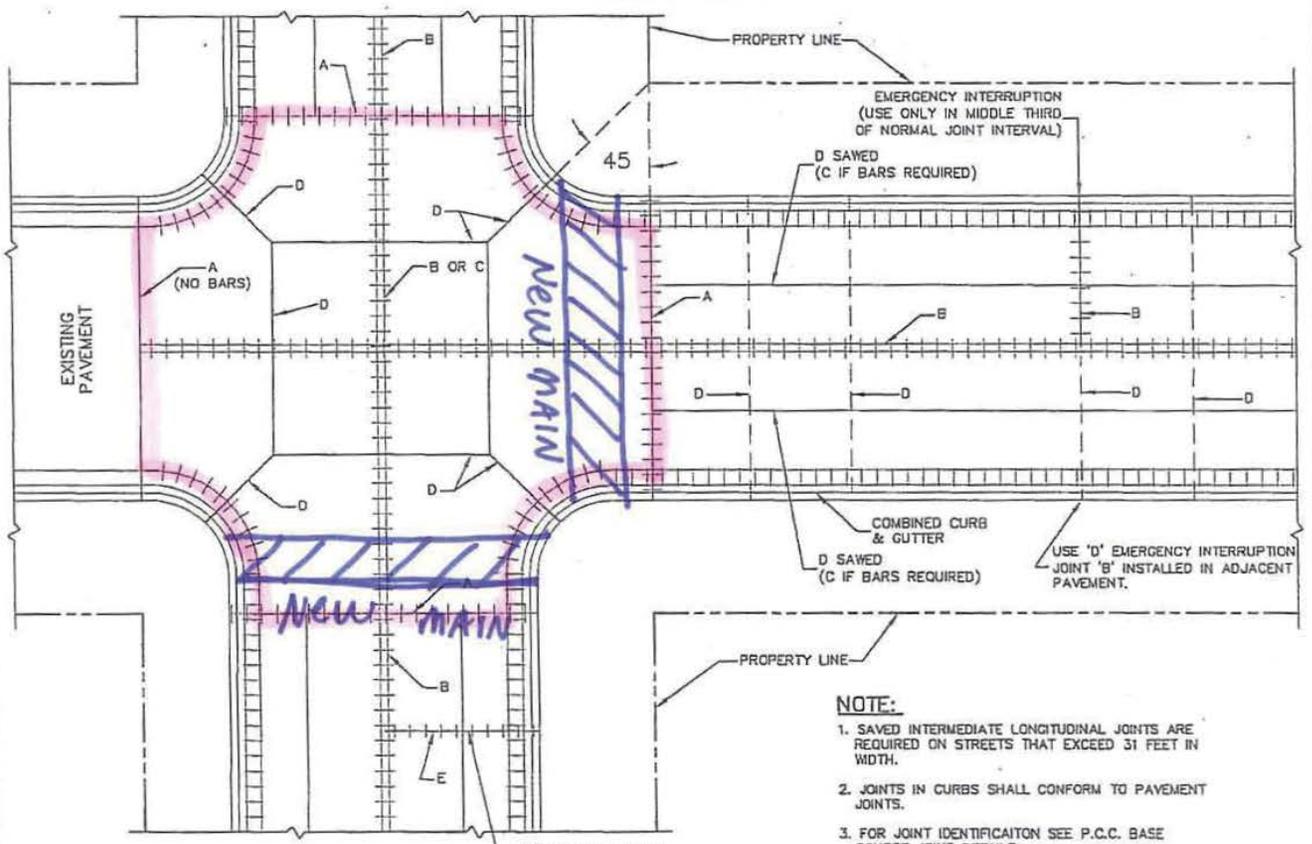
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### TYPICAL JOINT LAYOUT FOR P.C. CONCRETE PAVEMENT



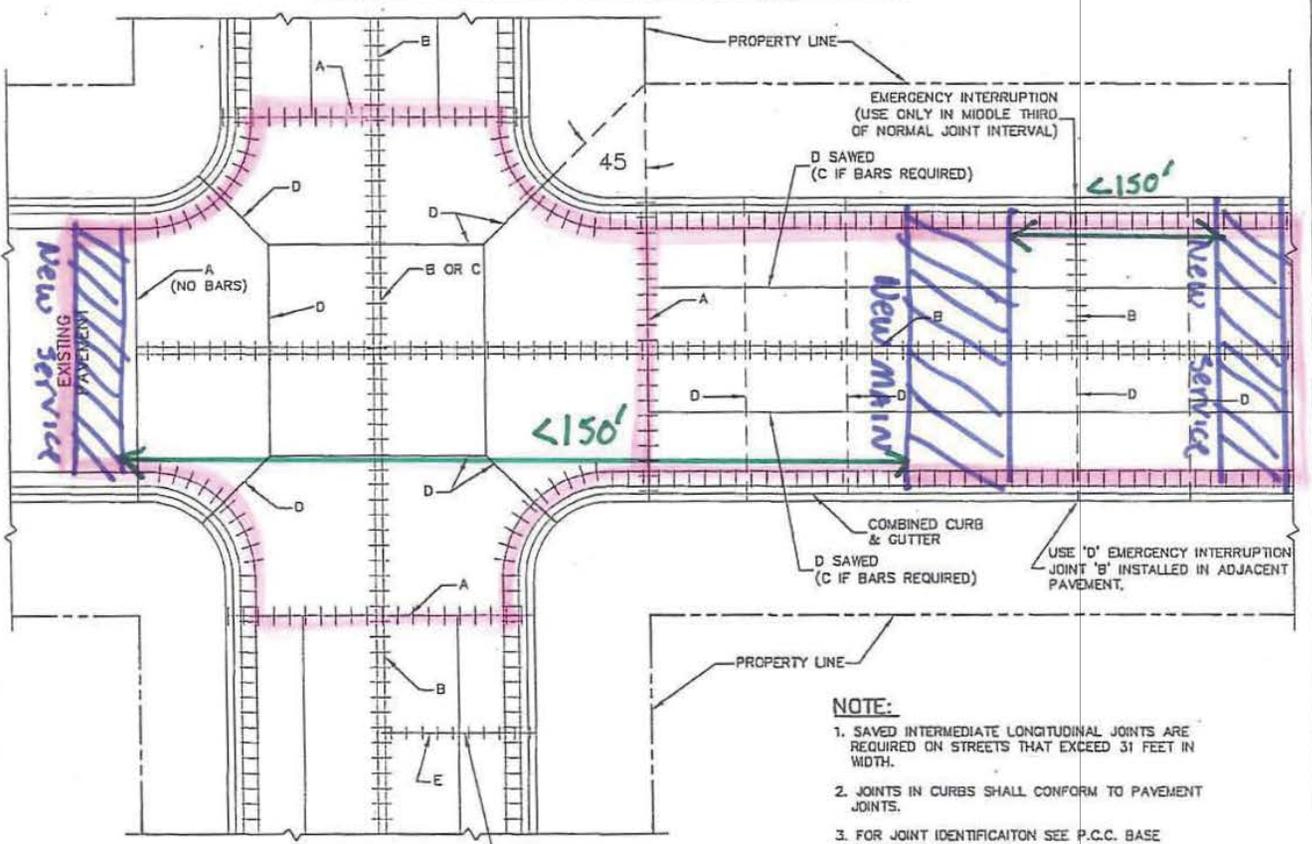
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 CHICAGO DEPARTMENT OF TRANSPORTATION		DATE	REVISION	CITY OF CHICAGO TYPICAL JOINT LAYOUT FOR P.C. CONCRETE PAVEMENTS	
DATE	SHEET	DRAWN BY			
12/26/06	A-2-3A	CDOT			

PGL 0018190

### TYPICAL JOINT LAYOUT FOR P.C. CONCRETE PAVEMENT



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