

* 150' RULE ON CROSSING



CHICAGO DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO

March 7, 2013

Willard S. Evans, Jr.
President
Peoples Gas Company
130 E. Randolph Street
Chicago, IL. 60601-6207

Re: Follow up to your letter of November 14, 2012

Dear Mr. Evans:

Please find attached our answers to your questions sent to the Department of Transportation. These answers are based upon our meetings and CDOT staff input.

We are always available to discuss the letter at our next meeting with PGL.

Sincerely,

Patrick J. Harney
First Deputy Commissioner

Cc: W. Cheaks
M. Vollini

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/maynot be required or known (e.g. service cut-off openings)?

No. Every opening does not need to be calculated. We realize that chasing leaks can prove to be very costly to PGL; therefore the fee only applies to one permit. A degradation fee is paid for every instance a new permit is required while PGL investigates a leak.

A degradation fee applies for every permit where openings will be made in the street (e.g. service installation).

CDOT will define the process and degradation requirements for PGL cut-off openings made in the street and communicate this to PGL.

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?

GIS is acceptable. If possible, please provide us with an example of the format you want to use.

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?

Essentially nothing has changed. Due to the Parking Meter Contract, all parking must be paid by the entity that is obstructing the parking.

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?

Yes. However, we would like to see more visible signs. PGL can continue to use the existing signs developed in 2012 for the Accelerated Main Replacement Program. These signs are acceptable for residential streets. PGL needs to use larger signs on arterial streets (e.g. 3' x 5'). These signs need to contain the information indicated in the regulations.

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"?

Even though the regulation makes reference to surveys and photos, CDOT is currently not requiring the maintenance of any paperwork. Photographs/videos will suffice.

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

CDOT understands this request, and we agree that a grace period is understandable here. I suggest we discuss this topic at the next monthly CDOT/PGL meeting. This requirement applies to above ground appurtenances not below ground.

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.

Agreed. CDOT may approve the use of backfill material not listed in the regulations. PGL needs to provide a report from the quarry containing gradation, material size and compaction information.

CDOT will discuss internally, with the Quality Assurance Manager, the removal of the regulation language that restricts the re-use of excavated materials within 2 ft. of a sidewalk. CDOT will also discuss internally, with the Quality Assurance Manager, about re-using existing excavated material into the same opening. We will have an answer at our next meeting.

CDOT questions how much "inventory" of granular fill is on hand as this is usually not an item stockpiled in any significant quantity. The change in materials gives contractors more options while helping to ensure proper compaction and to avoid trench settlement. Proper compaction has always been required and evidence of same should be able to be provided, CDOT is now stating that we reserve the right to request such information.

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?

We will discuss an exception here, based upon PGL's request to limit this of "4" diameter pipe of greater.

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

Yes, there is a difference, the concerns to be addressed are the ability of the material to flow and fill all voids and the overall strength gain. Requests to utilize alternate materials may be submitted to CDOT for review.

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

Please submit material specification documents/information of any alternate material. We will review and can discuss at the next meeting.

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 sheet, 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.

In examples A & B, CDOT will only require the two legs of the intersection to be restored; however, if any cuts are made within the center zone of the intersection, in addition to a leg of the intersection, then full intersection restoration will be required. If three (3) or more legs of the intersection are disturbed, then the full intersection shall be restored. An intersection shall be the 'end' of the block and therefore in Example C, the cut on the opposite side shall not be included in the 150' computation for continuous

cuts. It is unclear what the differences are between Examples D and E but the general principles to Example C should apply.

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?

The Permit does not reflect the current version of the regulations, and will be changed.

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?

CDOT will discuss internally options that will allow streets that require multiple openings to be resurfaced to be restored all at once even if the first opening exceeds the 14 day requirement. This will avoid having the new pavement disturbed as a result of subsequent work that needs to be performed.

In the meantime, PGL will provide a schedule of when a street containing multiple openings made at different times of a project/work life will be resurfaced (finished grade).

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 tape or paint as temporary restoration and to restore on the portions 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.

Acceptable. As stated in the last paragraph of the referenced section it will be acceptable to use temporary marking tape or paint until permanent markings can be installed provided that the temporary markings are maintained. The temporary markings need to be in place before the opening of the street to traffic.

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.

Correct. Although intent is to replace a full arrow, chevron or bike symbol in its entirety, not just the leg of the arrow for example.

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

For this, I see no reason for a grace period.

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.

CDOT is evaluating the details of this requirement and will not be enforcing this until the evaluation is complete.