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**RULES AND REGULATIONS**

**FOR**

**CONSTRUCTION IN THE PUBLIC WAY**



March 2016

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# Chapter 1

## Introduction

### **1.1 CDOT Mission Statement**

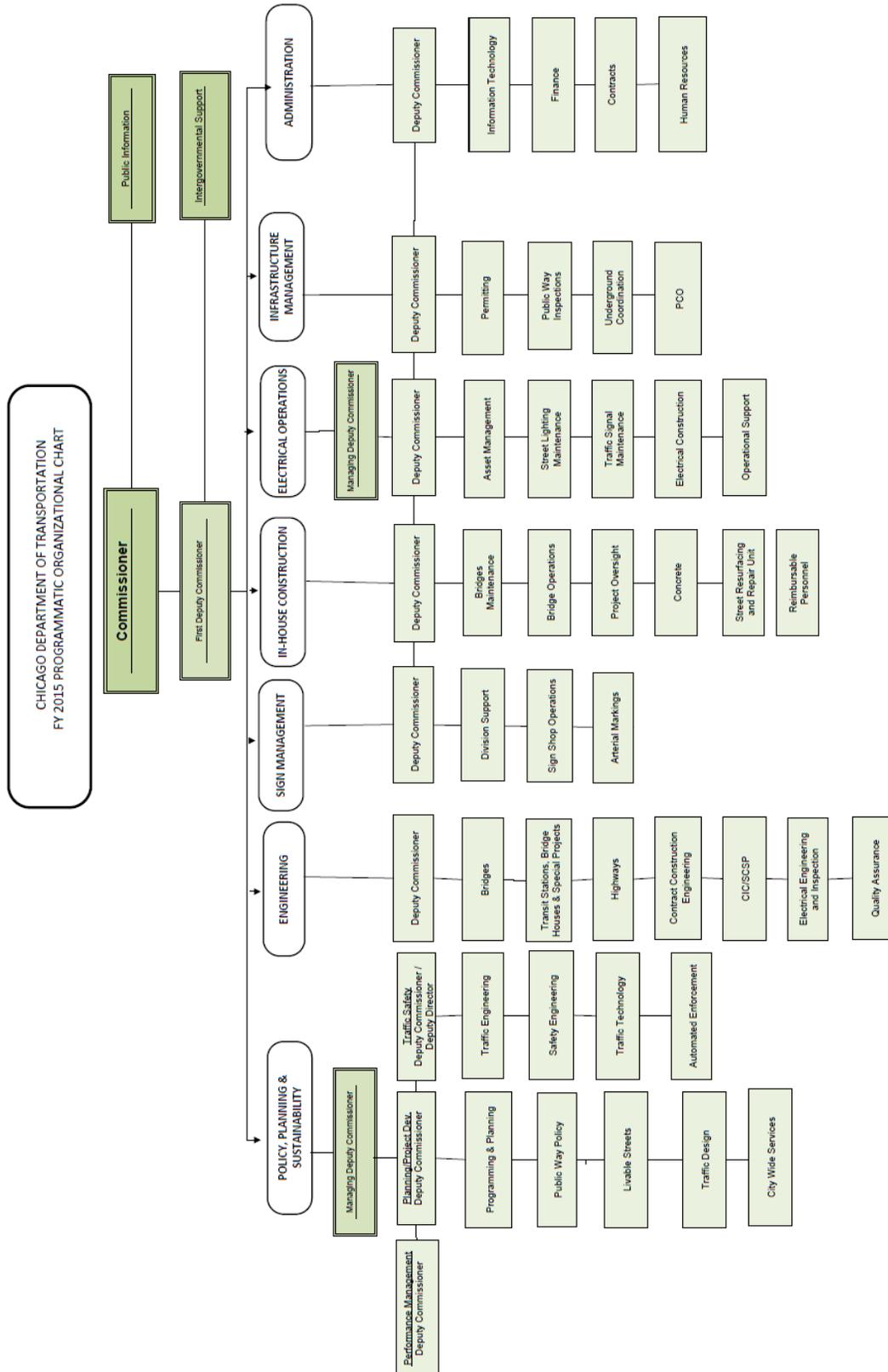
*“It is the goal of the Department of Transportation to effectively manage, through project programming and project design, the maintenance and capital rehabilitation of the City of Chicago’s transportation infrastructure, enabling the safe and efficient movement of vehicles, cyclists and pedestrians on modernized and beautified streets, bridges and viaducts by utilizing a combination of city labor trades and contracted construction companies, equipment and materials tailored to each specific task or project and by expediting completion in a cost-effective and timely manner of which the finished product meets or exceeds the industry standards of practice and workmanship.”*

### **1.2 Purpose of Rules and Regulations for Construction in the Public Way**

There are nearly 4,000 miles of public streets in the City of Chicago that facilitate the movement of pedestrians, transit riders, motorists and cyclists. Underneath the surface are the facilities that provide the city’s water, sewer, power, and telecommunications. The streets also serve as public spaces for economic, social and recreational activities. Effective management of this public space is vital for sustainable transportation and infrastructure, as well as for residents and local businesses.

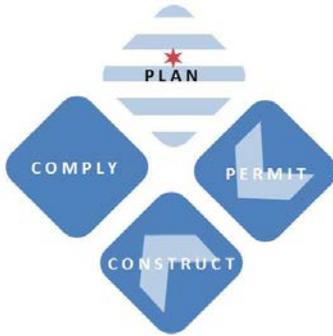
This manual provides utility companies (both public and private), contractors, and developers a tool that will assist in minimizing conflicts that occur between construction in the Public Way and the vital uses the Public Way provides. The goal is to provide a convenient, user friendly, searchable document and allow quick access to web links that are provided throughout. Permit applicants are able to coordinate with the Office of Underground Coordination (OUC) via an online web tool that provides emailed updates regarding potential conflicts with underground utilities, saving time and money for both the city government and applicants. Where applicable, references consistent with the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction (IDOT SSRBC) are provided. This allows for a standardized means of construction practice within the Public Way resulting in longer lasting infrastructure. This manual represents the improved management of work performed on city streets resulting in a significant savings of taxpayer dollars.

# 1.3 Chicago Department of Transportation Organizational Chart

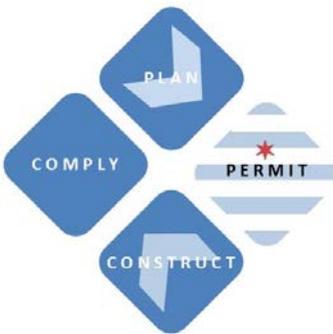


## 1.4 How to Use this Document

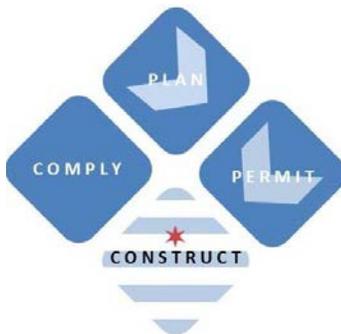
The organization of “*Rules and Regulations for Construction in the Public Way*” (**Regulations**) generally follows the chronological process of planning, permitting and constructing work in the Public Way according to these Regulations.



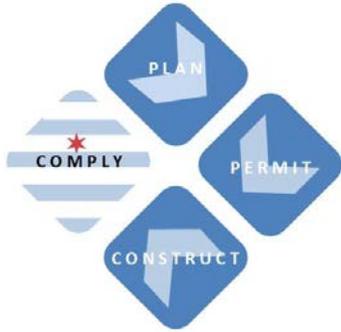
**Chapter 2** details processes and tools to enhance advance planning and coordination of street work between CDOT’s own capital resurfacing and reconstruction programs and the street infrastructure work of other stakeholders, especially those that perform a large number of street excavations.



**Chapter 3** details different types of construction related permits issued by CDOT and outlines the application process. In addition, detailed information is provided on coordinating with the OUC, which is one requirement for obtaining a permit. Useful online tools and links are provided in this chapter as well.



**Chapter 4** details the processes for executing work in the Public Way, after permits and approvals are obtained. Where applicable, references to IDOT Standard Specifications for Road and Bridge Construction are provided.



**Chapter 5** details compliance with all applicable codes, laws, and other requirements during construction are explained. Enforcement measures that can be taken by the city regarding noncompliance are also explained in this chapter.

**Reference** links are provided for other documents.

**Appendices** discuss important construction details that are referred to in Chapter 4. In addition the appendices contain: ADA Standards, forms and agreement information, locations of CDOT boulevard landscapes, degradation fee schedule, OUC member information, and applicable laws for work performed in the Public Way.

### **1.5 Revisions to this Document**

This section will be reserved for a list of any additions, modifications and supplemental information to the **Rules and Regulations for Construction in the Public Way as detailed in Appendix I.**

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### **Disclaimer**

In addition to satisfying these regulations, the Permittee during installation, operation and maintenance of its any facilities in, on or over the Public Way, shall comply with all latest applicable laws and regulations of the United States of America and its agencies (including, but not limited to, the regulations, requirements and standards of the Federal Occupational Safety and Health Administration), the State of Illinois, and all applicable ordinances, regulations and executive orders of the City.

## **1.5 Revisions to this Document**

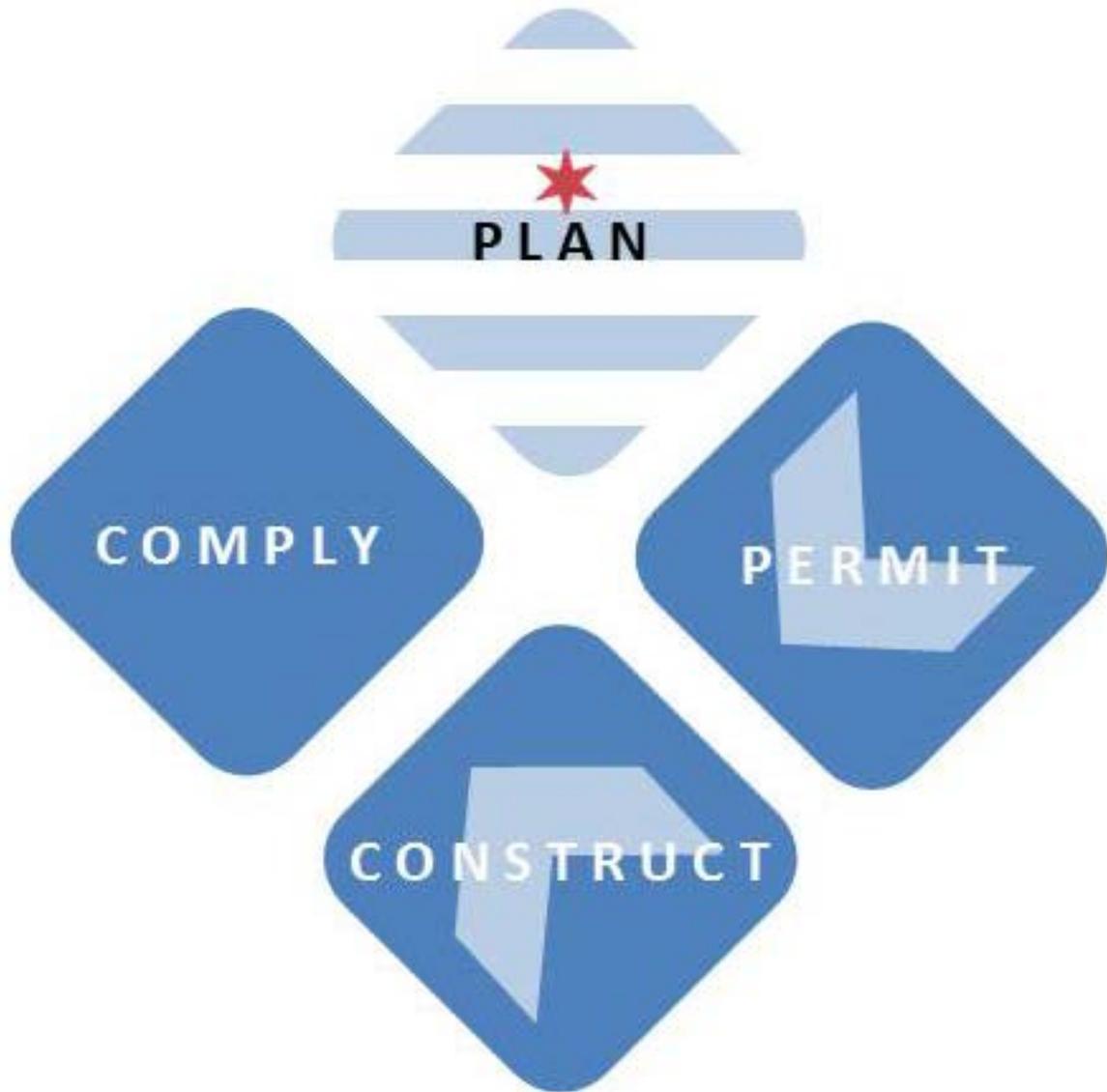
This section will be reserved for a list of any additions, modifications and supplemental information to the **Rules and Regulations for Construction in the Public Way** as detailed in **Appendix J**.

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### **Disclaimer**

In addition to satisfying these regulations, the Permittee during installation, operation and maintenance of its any facilities in, on or over the Public Way, shall comply with all latest applicable laws and regulations of the United States of America and its agencies (including, but not limited to, the regulations, requirements and standards of the Federal Occupational Safety and Health Administration), the State of Illinois, and all applicable ordinances, regulations and executive orders of the City.

## Chapter 2



### Coordination of Work in the Public Way

## **2.1 Introduction**

The following shall describe the type of approval required prior to making any opening in, or constructing or repairing any pavement in, the Public Way pursuant to Chapter 10-20, 10-30, and Section 2-120-300 of the City of Chicago(City) Municipal Code (Code).

The Project Coordination Office (PCO) was developed to improve on the coordination of projects, which were previously managed in information "silos." Collaboration, when it occurred, was ad-hoc, relying on interpersonal contacts between agencies and jurisdictions on a case-by-case basis. There was no common repository and no traceable record of attempts to coordinate activities. Chicago Department of Transportation (CDOT) identified a need to coordinate construction design reviews, permitting and inspection for projects in the Public Way under one program.

The PCO continuously works with stakeholders on improving their internal business processes, developing an understanding of the external agency needs and then integrating both with CDOT’s mission. The PCO works towards minimizing the disruptions to businesses and citizens and maximizing the engineering design life of public way projects through the reduction of street openings and repaving. The PCO facilitates communication and collaboration between agencies and provides a directive to the public and private entities to coordinate the scheduling of that work. The PCO process is utilized for planning purposes as well as daily operations.

Frequently, the utility work drives all other work. Additionally, the work performed by public utility companies themselves is the driver for all other transportation and infrastructure work. Therefore, it is natural to expect that utility work will be a dominant topic of any progress meeting. It is expected that the following processes and guidelines would serve as ‘best practices’ for any designer or construction inspector.

## **2.2 PCO Mission Statement**

Mission Statement: To relieve the burden on the citizens of the City by creating a single, shared transparent forum for stakeholders to coordinate public and private construction collaboratively, openly, efficiently, safely and with minimal disruption to the general public.



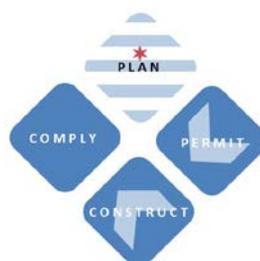
**2.3 Project Coordination Major Stakeholders**

- CDOT
- Department of Water Management – Water Section
- Department of Water Management – Sewer Section
- Peoples Gas
- ComEd
- Chicago Transit Authority
- Chicago Park District
- Comcast
- AT&T
- Department of Cultural Affairs and Special Events

**2.4 PCO Core Responsibilities**

**The following items are core responsibilities that the PCO provides to stakeholders:**

- Obtains and reviews **5-year** Capital Improvement Projects (CIP) for new Conflicts/Opportunities with other stakeholders (as required by Code)
- Reviews, distributes and discusses schedule, restoration conflicts and/or opportunities with Stakeholders
- Inputs data and maintains the integrity of Office of Underground Coordination (OUC) dotMaps, which displays construction activity, permit activity, conflicts/opportunities and moratoriums
- Hosts Weekly Utility Coordination Meeting (Focus Group Meeting) with major stakeholders to address coordination needs, quantity trading of OUC members, and new opportunities
- Develops Agency Memorandum of Understanding (MOU) for restoration (Banking Ledger and Quantity Sharing)
- Inputs data and maintains collaboration site. Offers a single site location with calendar of Chicago Department of Special Events and Cultural Affairs to evaluate long term construction projects in conflict with parades, aldermanic, and sporting events to resolve issues upfront
- Assists in Existing Facility Protection (EFP) and Information Retrieval (IR) reviews for OUC
- Assists in Deep foundation review for OUC
- Resolves Special Event conflicts
- Provides infrastructure construction planning level exhibits based on data provided by stakeholders
- Assists in Permit reviews for detours, short term conflict resolution, MOT’s and Special Events
- Provides Field Engineers who review traffic control plan, detours, and safety in compliance with CDOT Regulations, as well as verifying that agencies are adhering to permitted activity
- Assists in Implementing Integrated Public Way Design Standards



**2.5 Guidelines and Rules for Effective Coordination**

Wherever a public or private improvement project plans to construct, reconstruct, rehabilitate facilities or resurface within the Public Way, the PCO shall be notified. Upon receipt of the information in the approved format, the stakeholder shall provide a schedule subject for approval by the Commissioner. Sequence of the improvements, as stated below, shall be completed in the timeframe as agreed upon by the Commissioner or delay costs could be added to the permit fees. Any project location not provided to the PCO and OUC **will be considered incomplete and may have a conflict placed on the project, thus no Permit Issuance Authorization.**

*Hierarchy of Work:*

When the PCO evaluates the CIP of each of the major stakeholders based on the completion and end dates provided, a logical sequence of construction activity will be determined based on funding, design stage, depth, etc. (all provided by the individual stakeholder.) It is the intent of the PCO to evaluate the stakeholders’ CIP and allow the first stakeholder to reserve the public way. If more than one stakeholder has plans to occupy the same public way on a particular block at the same time then hierarchy shall be the following: 1) Sewer; 2) Water; 3) Gas; 4) Electric; 5) Telecommunication; and 6) Roadway.

There are various resources that the PCO utilizes to collaborate and resolve conflicts. Those specific tools are discussed further in section 2.5.3

**For stakeholders to obtain opportunities and timely coordination responses, the following should be used as a guide to provide effective coordination:**

**2.5.1 Templates**

- Batch Upload Standard Template (See Appendix C)

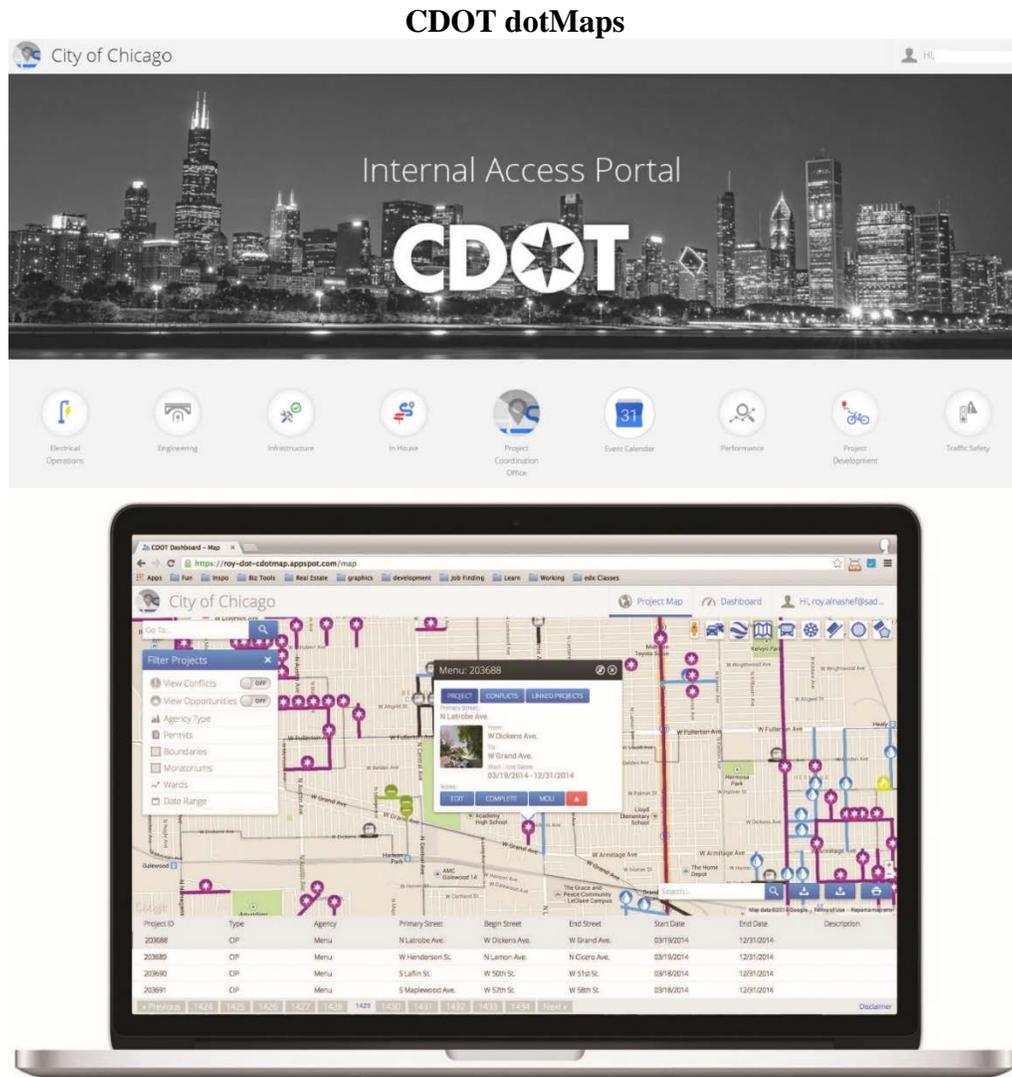
**2.5.2 Forms**

- The PCO MOU is used to have a signed document that follows a set of business rules, meets the requirements of this document and is tracked via the Permit. (See Appendix C)
- Restoration Agreement For Telecom/Utility-Trenches; Development & Maintenance Cuts (See Appendix E)
- Streetscape Restoration Agreement (See Appendix E)
- Perimeter Paving Agreement (See Appendix E)



**2.5.3 Resources**

The collaboration tools that are currently being used by the PCO are Buzzsaw and the Google based dotMaps application.



dotMaps is CDOT’s enterprise web-based mapping solution used by OUC members that work in the public way. This enterprise asset mapping solution is used to more efficiently resolve utility conflicts by allowing all stakeholders to view upcoming infrastructure work. The mapping solution allows accurate representation of the past, current, and future infrastructure in the public way, thereby streamlining the plan review and permit process.

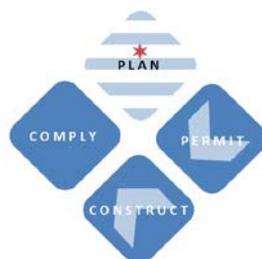


## **2.6 Integrated Public Way Design**

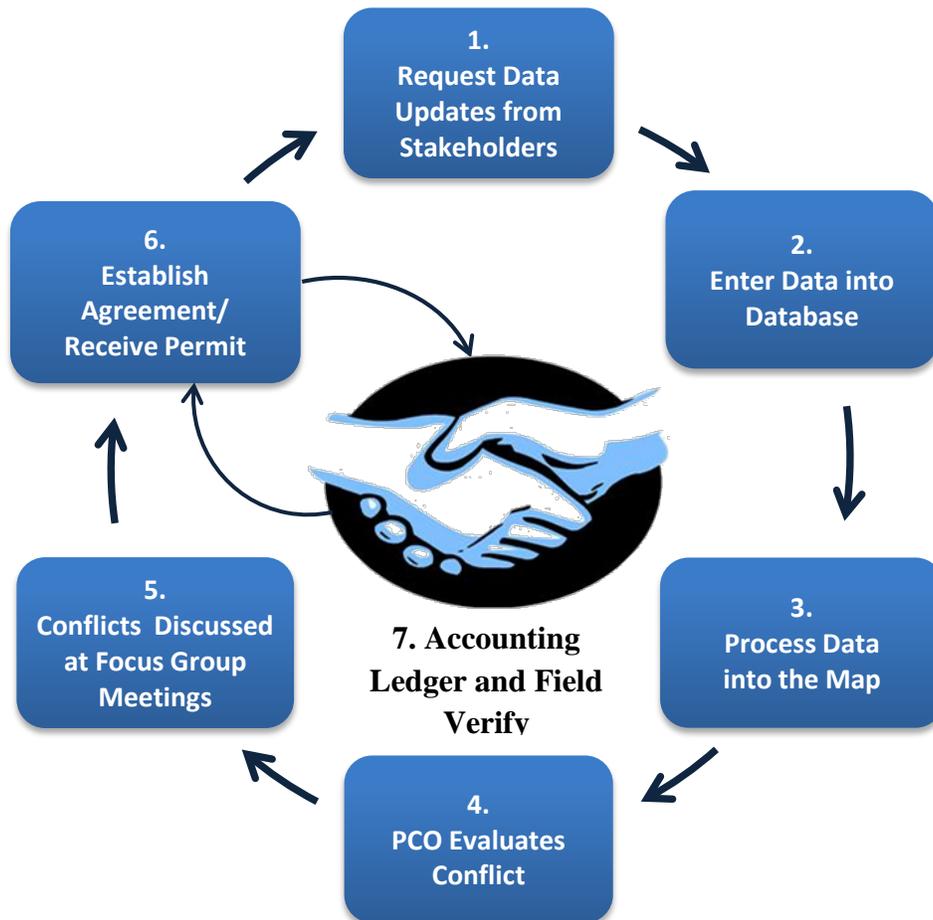
This systems-oriented approach focuses on improving the performance of the entire roadway system. Design integration requires cross-disciplinary teamwork at the planning, scoping, design, and construction stages. It promotes comprehensive performance improvements, compounds environmental benefits, and potentially offers substantial cost savings. Undertaking design integration is beneficial for infrastructure upgrades and it is critical in creating new infrastructure. The “integration” section in each Best Management Practices (BMP) identifies opportunities for integrated design.

For examples of integrated design please refer to the [Sustainable Street Design Manual](#).

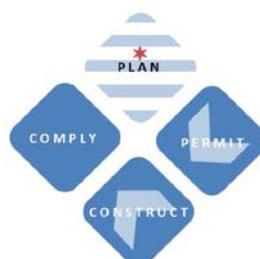
It is the goal of CDOT to expand on this section of the Regulations to include but not limit joint trench or utilidor specifications.



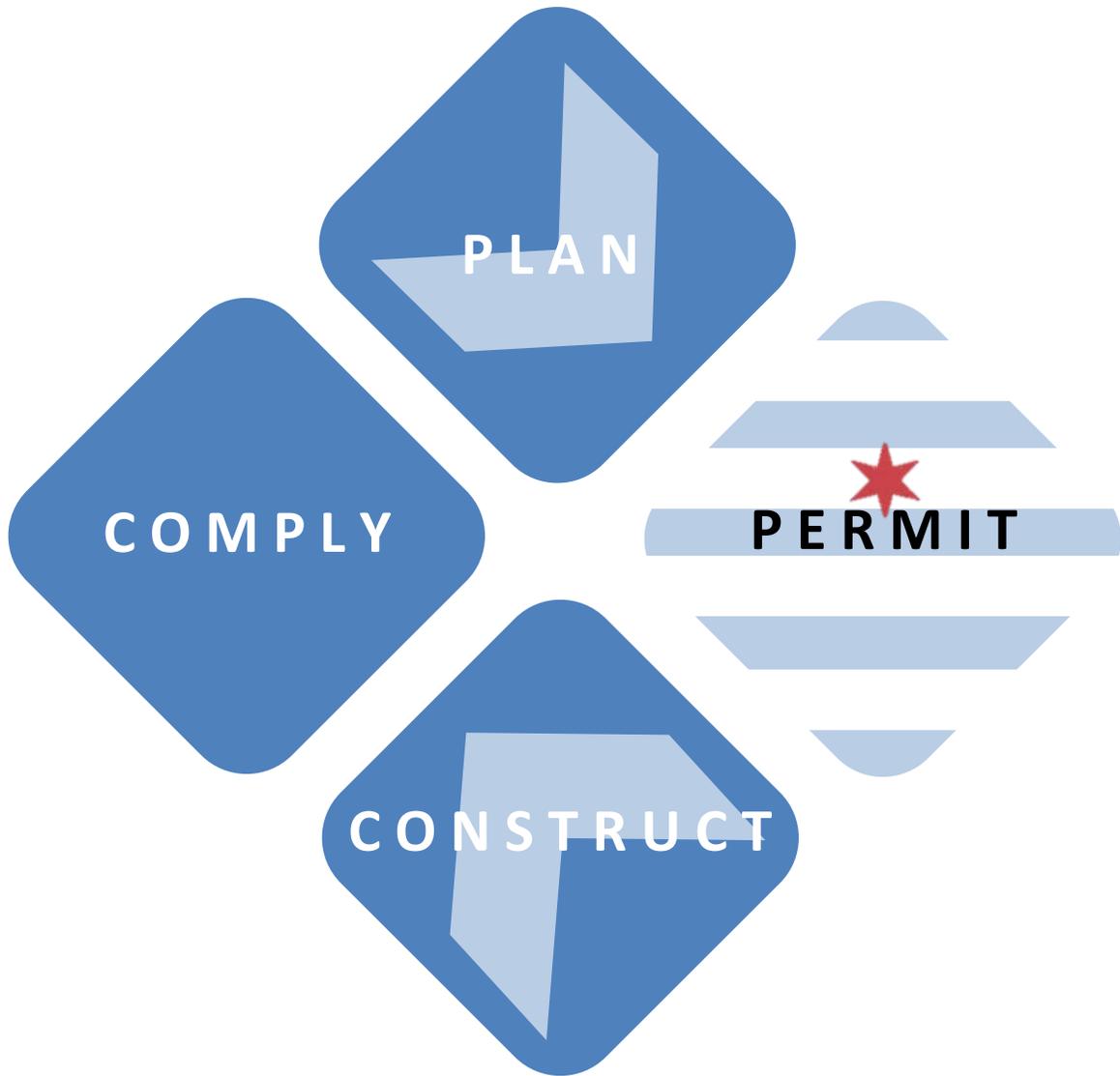
**2.7 CIP Workflow Decision**



1. CIP data is provided by stakeholders.
2. CIP data is processed into dotMaps per the **Batch Upload Standard Template**.
3. CIP projects are populated onto dotMaps, which provides a representation of work (permitted and planned), moratoriums and special events that reside in the public way.
4. Conflicts/Opportunities reports are generated and provided to stakeholders. Conflict Reports are evaluated by the PCO on a daily basis.
5. Weekly Focus Group Meetings are held to discuss conflicts/opportunities and to coordinate with the major stakeholders on status/sequence of projects.
6. Agreements and Permits are tied to the status of OUC Conflicts (Approved or Resolved).
7. If no agreement is had and/or the project/event is modified, the process starts all over again.



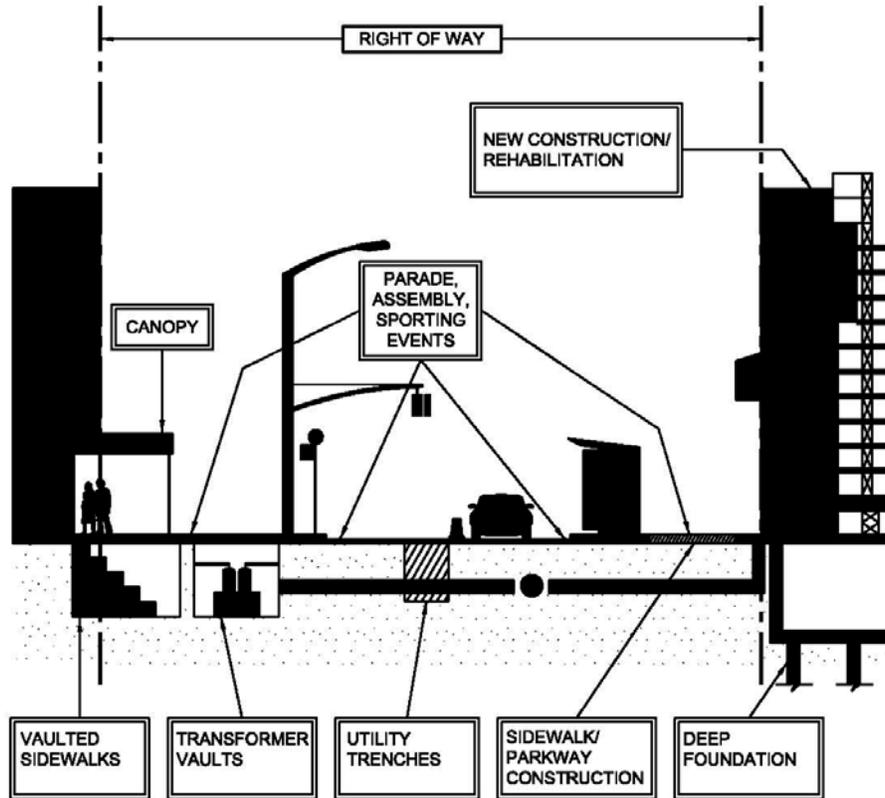
# Chapter 3



## Permitting Work in the Public Way

### 3.1 Introduction

Chicago Department of Transportation’s (CDOT) mission is to manage infrastructure while providing for the safe and efficient movement of pedestrians, cyclists and vehicles within the public right of way in the City of Chicago (City). The CDOT Permit Office is responsible for issuing permits for the use of or work in the Public Way to facilitate CDOT’s mission.



This chapter describes the type of approvals and permits required prior to making any opening, including but not limited to excavation, tunneling, boring, drilling, constructing or repairing any pavement in the Public Way pursuant to chapters 10-20 and 10-30 of the Chicago Municipal Code (Code), subject to the provisions of Section 10-30-030 of the Code. The following also describes the duty to maintain new and existing utility structures used to house or obtain access to wires, pipes, cables, conduits, or telecommunications equipment placed on, under or over the Public Way pursuant to Chapters 10-29 or 10-30 of the Code. In addition to the requirements herein, telecommunication providers and retailers are subject to legal requirements in [Appendix F](#).



**3.2 CDOT Permit Process**

It shall be the responsibility of any individual, corporation, business or other entity who proposes to use or work in the Public Way to obtain a Public Way Permit from CDOT pursuant to Chapters 10-20 and 10-30 of the Code, as applicable. No work in the Public Way shall start until a valid permit has been issued. When the work being performed within the Public Way is by or for the benefit of a Utility (except for governmental agencies, including the City) that uses the Public Way to provide public services, the permit must be issued in the name of the Utility. A list of Public Way Permits and information on Work Licenses and Letters of Credit can be found on the CDOT website in the [Construction, Permits, Utilities and Contracts section](#).

No stakeholder shall access the Public Way to construct, install, maintain or modify any facilities without the issuance of a permit and the payment of any applicable fees under Chapters 3-73, 10-20 and 10-30 of the Code. All Permittees shall submit the documents described in [Appendix D](#). All Permittees must pay the fees and complete the restoration agreements outlined in these Regulations. In addition, all construction and restoration shall be in accordance with the technical construction requirements provided in [Chapter 4](#).

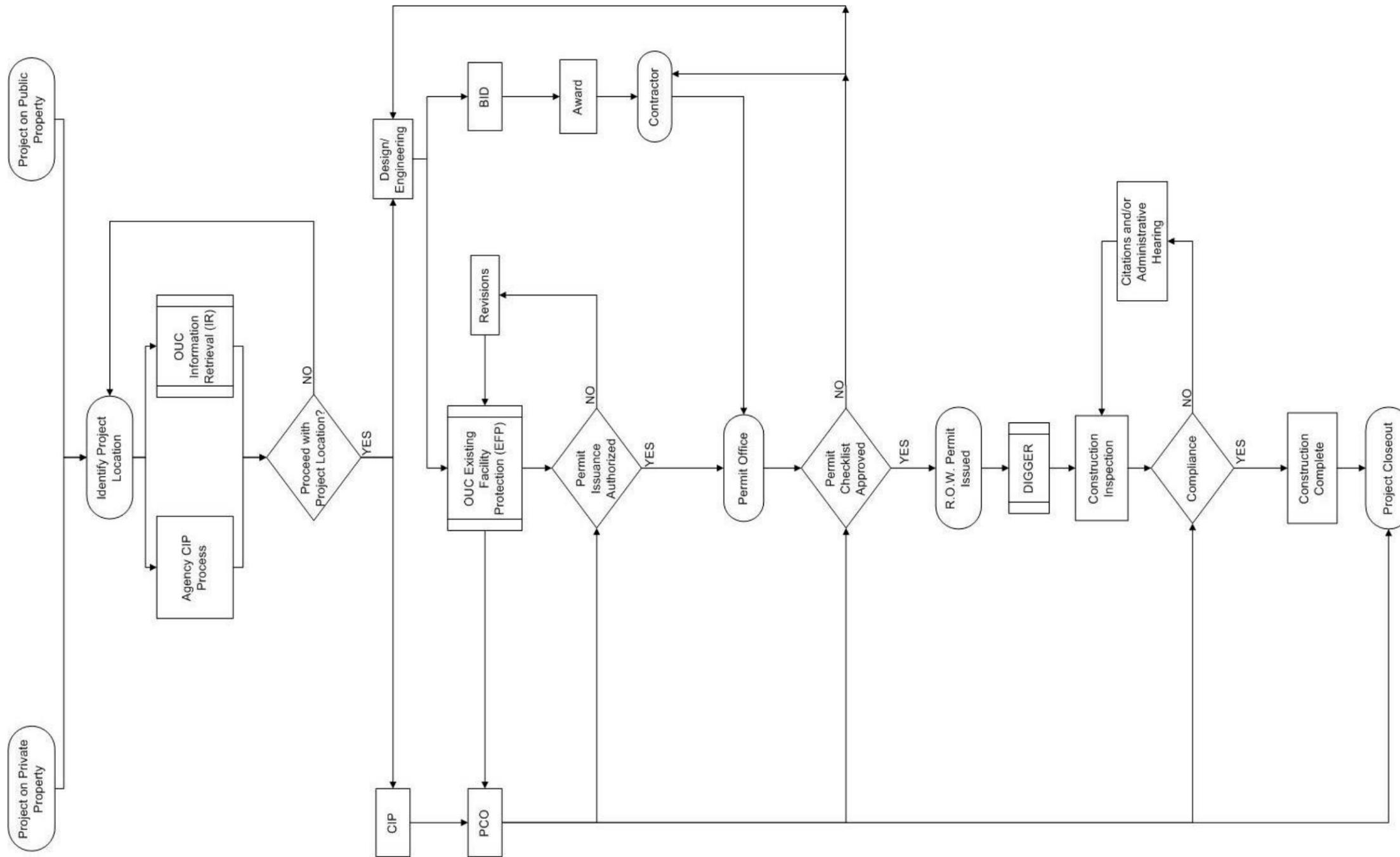
**The City reserves the right to determine the alignment of facilities located within the Public Way per Code 10-29-030. This includes, but is not limited to, the relocation of existing facilities, new installations, above grade and/or below grade work.**

Code 10-29-030: “A permit shall be issued only if the commissioner determines that granting the permit and allowing the installation or maintenance of wire, pipe, cable or conduit would: 1) not endanger public health or safety; 2) be consistent with the sound maintenance and administration of the public way or public property; 3) not constitute undue physical or visual obstruction of the public way or public property; and 4) not overburden the limited capacity of the space on, under or over the surface of the public way or public property. In addition, a permit shall be issued only if all applicable fees have been paid, all applicable agreements have been executed pursuant to Section [10-29-040](#), and the applicant provides such surety, insurance and indemnification as the city may require.”

The CDOT planned work permit process is shown in Figure 3.1.



Figure 3.1 CDOT Planned Work Permit Process



### **3.3 CDOT Office of Underground Coordination (OUC)**

The Office of Underground Coordination (OUC) is the **distribution agency** within the Chicago Department of Transportation, Division of Infrastructure Management (CDOT DOIM), for all requests regarding existing utility information (Information Retrieval – “IR”) and the review/ approval of construction work in or adjacent to the Public Way (Existing Facility Protection – “EFP”).

The OUC is responsible for the protection of the City’s surface and subsurface infrastructure from damage due to planned and programmed construction, installation and maintenance projects. The intent of OUC membership is to review proposed projects in or adjacent to the right of way prior to construction so that there is minimal damage to existing infrastructure.

All new construction and installation work in the Public Way involving excavation shall comply with guidelines and procedures issued by OUC, pursuant to Section 2-120-300 of the Code.

#### **3.3.1 OUC Members**

The OUC is made up City agencies and private entities who review IR and EFP documents to determine the effect specific requests will have on their existing facilities. Each member reviews individual IR and EFP requests, and then comments on them either by providing existing atlas information/record drawings, conflict notification and resolution requirements, or authorizing proposed construction/installation of new facilities. The current OUC members are listed in [Appendix G](#).



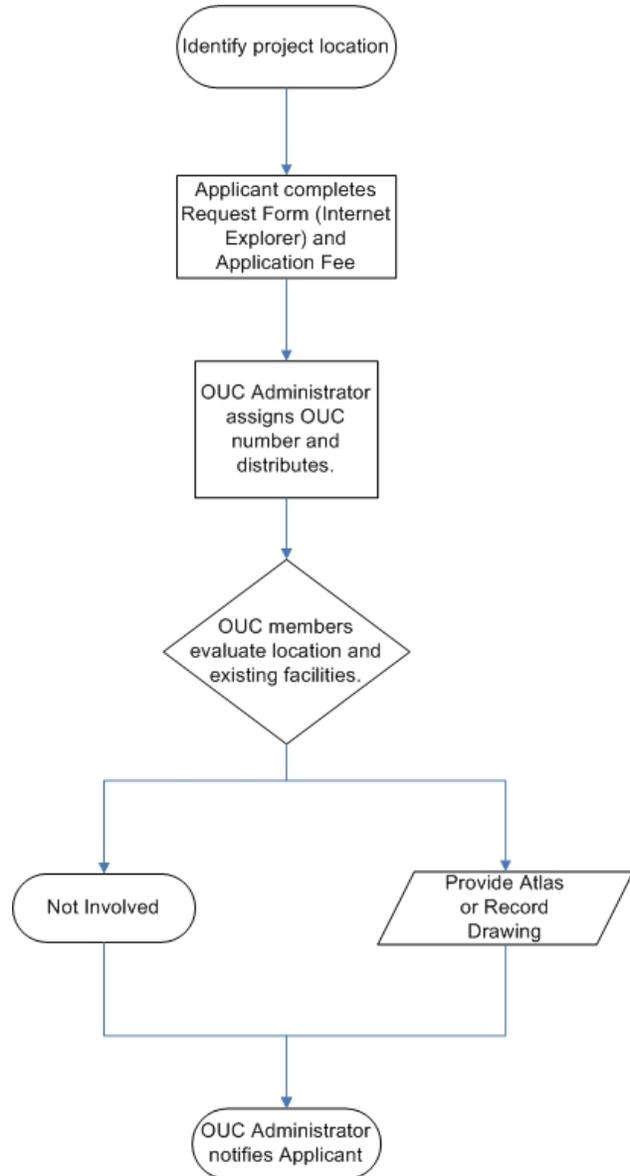
**3.3.2 Information Retrieval (IR) Process**

The IR process is part of the CDOT Planned Work Permit process and should be completed **in advance of** design so that the project location may be modified based upon the results. The intent of the IR is to obtain information of the existing facilities of OUC members and minimize future conflicts when projects are in design and construction.

The applicant shall submit the online Request Form ([References](#)) shown in [Appendix C](#) and complete the process outlined. The OUC Administrator will notify the applicant that the IR request has been distributed to the OUC members.

Members are required to respond within thirty calendar days to the OUC with existing atlas/record drawing information, or comment “Not Involved” when they are not located in the requested area.

The OUC Administrator will notify the applicant when all responses have been received. It is the applicant’s responsibility to obtain the completed IR request from the OUC Administrative Office and evaluate the information as it pertains to future work in the requested area. The applicant should direct any correspondence regarding the information provided in the IR to the OUC members.

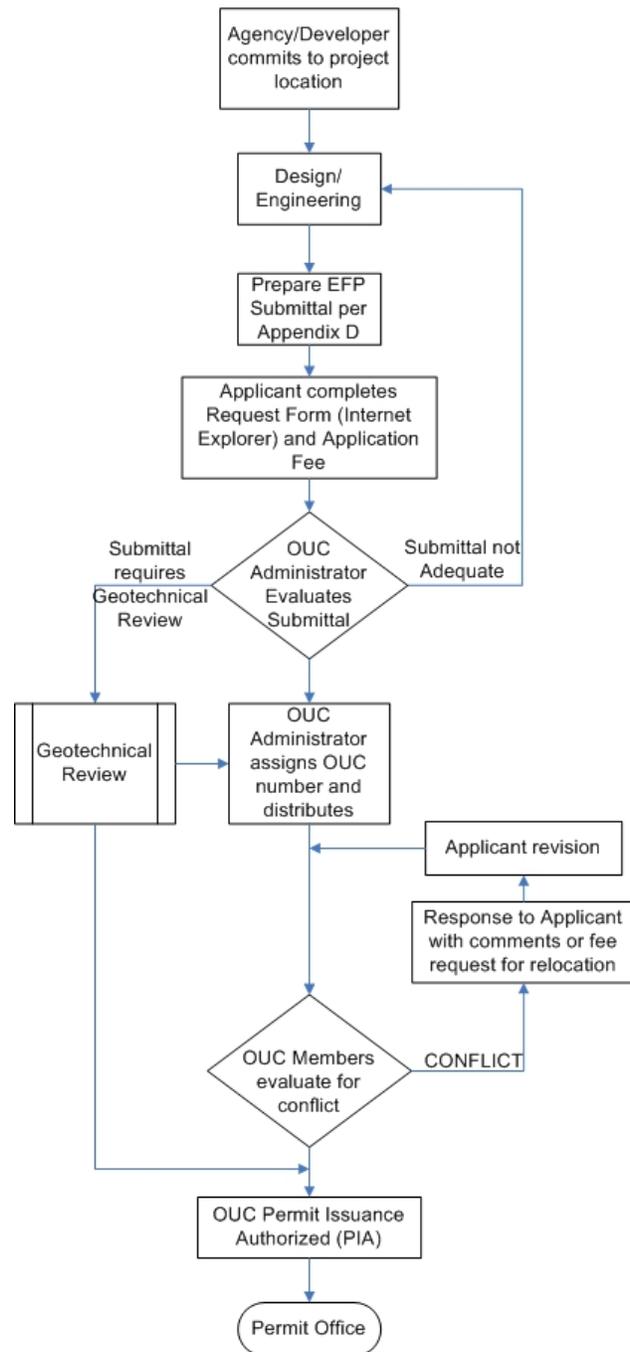


### 3.3.3 Existing Facility Protection (EFP) Process

The EFP process is part of the CDOT Planned Work Permit process and shall be submitted during the design stage to notify agencies with facilities within the adjacent infrastructure of upcoming work. The EFP process is required for those projects listed in Table 3.3.3.1. The Commissioner may request EFP review of any proposed projects not listed if it is determined by the Commissioner that the project may have an impact on the City’s surface and/or subsurface infrastructure.

The applicant shall submit the online Request Form ([References](#)) shown in [Appendix C](#) and the drawing package described in [Appendix D](#). **The drawings must be sealed and signed by a Professional Engineer licensed in the State of Illinois.** The OUC Administrator will assign an OUC number to the request and distribute the EFP request to all OUC members for review and response. The OUC will notify the applicant that the EFP request has been distributed to the OUC members. **OUC members are required to respond within thirty calendar days of the date of the OUC distribution.** Any revisions to alignment  $\geq 2$  feet will be reviewed for an expedited review on a case by case basis and if a construction schedule is provided.

Members will notify the applicant with any “Conflict” notices and, in addition, any notices received by the OUC will immediately



be sent to the applicant for resolution. It is the responsibility of the applicant to follow up with the OUC members to resolve any conflicts identified prior to the response required date.

The OUC will notify the applicant when all responses have been received. Responses may include information and/or comments about how members’ existing facilities in the project area must be protected and may also include inspection requests, relocation fees, etc.

The EFP request will be authorized for permit when all member responses have been received as “Permit Issuance Authorized” or “Not Involved” and all outstanding fees identified during the EFP process have been paid by the applicant. **The EFP is active for a one-year period from the Response Required Date; except in the area bounded by North Avenue, Halsted Street, Cermak Road and Lake Michigan where the EFP is active for a six-month period from the Response Required Date.**

Projects that have a signed MOU are discussed at the Focus Group Meeting and are tracked by the PCO may be eligible for a variance to extend the active EFP time period.

*Tunneling Variance*

Any tunneling installation under the Public Way, including water way, requires a variance since it violates Chapter 10-20-200 (4.1.3) of the Code. In order to apply for the variance, the Permittee shall do the following:

1. Apply for EFP Review
2. On the EFP Request Form:
  - a. Permittee shall state in the Project Information section, Project Description entry box: “VARIANCE REQUIRED – Directional Boring”
  - b. Permittee shall select YES under “Tunneling (includes Directional Boring) Variance Requested?”
3. OUC will confirm acceptance variance and notify Applicant
4. Drawings required per [Appendix D](#)

**The variance will only be considered for tunneling/directional boring installations in the Public Way under sidewalks, parkways and alleys. Any installations under the street crossing must be installed by open cut trench method.**



**Table 3.3.3.1: Projects Requiring EFP Review** <sup>1,2</sup>

Type of Project	Description
New Installations	<ul style="list-style-type: none"> <li>• New structure or conduit requiring excavation in the Public Way and/or work affecting utilities in private or vacated areas with utility easements.</li> <li>• Any structural installations (manholes, handholes, catch basins, pull boxes, inlets, etc.); all manhole/handhole installations in the Public Way must be reviewed by the OUC</li> <li>• Median planters</li> <li>• Geothermal wells</li> <li>• Any directional boring installation under the Public Way and water way requires a variance since it violates Chapter 10-20-200 of the Code. Directional boring installations under private property when penetration is deeper than 12 feet requires a variance.</li> </ul>
Vault Work	<ul style="list-style-type: none"> <li>• Maintenance, repairs or construction in existing vaults</li> <li>• Work includes demolition of or excavation beyond the existing floor, wall or roof</li> <li>• Vaulted alley/sidewalk</li> </ul>
Adjacent To Freight Tunnel	<ul style="list-style-type: none"> <li>• Exploratory Borings deeper than 12 feet below adjacent (existing) Public Way grade within the freight tunnel system area (public and private property)</li> <li>• Maintenance, repair or relocation of any existing facilities involving excavations or earth retention system penetrations deeper than 12 feet below adjacent (existing) Public Way grade within the freight tunnel system area</li> <li>• Freight tunnel system area defined as area bounded by Cermak Road, Halsted Street, Chicago Avenue and Lake Michigan</li> </ul>
Geotechnical Review	<ul style="list-style-type: none"> <li>• Private and public developments that have excavations, foundations or earth retention system penetrations that are equal to or greater than 12 feet below adjacent (existing) Public Way grade</li> <li>• Excavations deeper than 4 feet that extend beyond the development’s property lines and into the Public Way</li> </ul>
Harbor Permit	<ul style="list-style-type: none"> <li>• Any project that requires issuance of a Harbor Permit and involves below-grade excavation or penetrations</li> </ul>

**NOTES**

1. The OUC retains authority, assigned by the Commissioner, to request full OUC review for any proposed projects that may have an impact on the City’s surface and/or subsurface infrastructure, not shown within this table.
2. The OUC retains authority, assigned by the Commissioner, to require modifications to the construction documents submitted to the OUC if they do not meet the guidelines provided in [Appendix D](#).



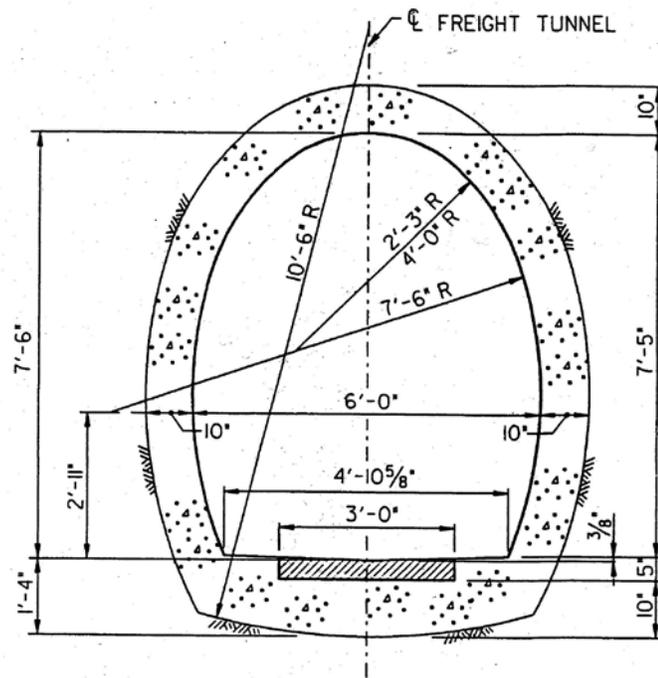
### 3.3.4 Plats of Subdivision/Vacation/Dedication

CDOT Division of Project Development (CDOT PROD) is responsible for the review, approval and permitting of work in the Public Way. In the event that a large tract of land is proposed for subdivision and new rights of way (streets and alleys) must be created, an Application for Plat of Subdivision must be filed with CDOT PROD’s Maps and Plats Unit. At the same time, a Duty to Build agreement must be executed and notarized (See Appendix D). The CDOT DOPD shall submit the Vacation or Dedication request to the OUC to confirm that OUC members do not have utilities involved with the vacation and/or dedication location. If there is a conflict, the OUC member shall respond with either relocation of or an easement for the existing utility, as required.

### 3.3.5 Chicago Tunnel System

#### a. Chicago Freight and Trolley Tunnels

The Chicago Freight Tunnels (the “Freight Tunnels” under the Public Way) and both the LaSalle Street Trolley Tunnel and the Washington Street Trolley Tunnel (known as the “Trolley Tunnels,” and collectively with the Freight Tunnels, the “City Tunnels”) to the extent of the City’s interest therein, are City-owned property except where located under non-City owned property and represent unique environments. For the purpose of these regulations, however, the Commissioner has determined that the City Tunnels, for purposes of the City’s Chicago Simplified Telecommunication Tax Act, shall be treated as the Public Way, and will be subject to the provisions of the Code and Rules and Regulations. If any Permittee desires to



TYPICAL TUNNEL CROSS SECTION



use portions of the City Tunnels to install permanent facilities, they will require approval from the Commissioner prior to the installation of the proposed system and the appropriate permit.

The City Tunnels or specific portions of any of the City Tunnels may in the future become a scarce resource. In order to preserve the availability of the City Tunnels for future Permittees and City use, Permittees may be required, by the terms of a Permit, to restrict the size and location of their facilities. The foregoing Public Way Designation provision shall not apply to any interest the City may have in the Van Buren Street Trolley Tunnel, which shall otherwise be deemed to be City property to the extent of such interest.

CDOT reserves the right to impose fees specifically for the use of (i) the City Tunnels and (ii) the existing sleeves under the bulkheads in the City Tunnels installed by the City under certain crossings of the Chicago Rivers, so long as such fees are applied in a nondiscriminatory and reasonable fashion to other similar users and are consistent with the current law. However, with regard to the City Tunnels, no such specific fees will be imposed on telecommunications providers, which are subject to and are paying the Chicago Simplified Telecommunications Tax imposed pursuant to [Chapter 3-73 of the Code](#).



***b. Wacker Drive Road Tunnel***

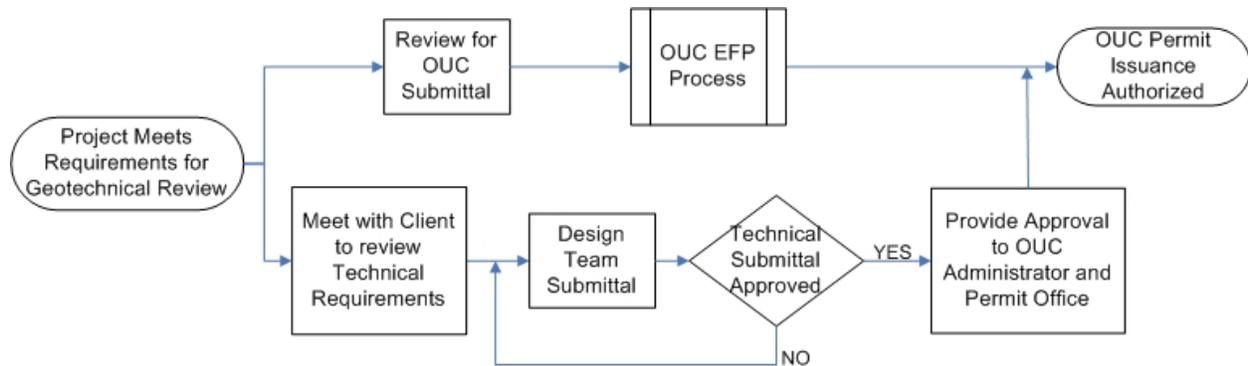
Wacker Drive runs along the south side of the Main Branch and the east side of the South Branch of the Chicago River. It is a multi-level street that runs from Lake Shore Drive at the east to Congress Parkway at the south. The upper level is for local traffic and the lower level for through traffic and trucks servicing the buildings along the route.

Wacker Drive is classified as a Road Tunnel and contains a City Utilidor. The Utilidor is located in Lower Wacker Drive beginning at Van Buren Street and runs north to Lake Street and then east to Michigan Avenue. The Utilidor contains four columns and eight rows of conduit grid with assigned numbering for the thirty-two 4-inch diameter telecom utility spaces. For all new service to any building off Wacker Drive, private utility companies must use the Wacker Drive Utilidor and follow the guidelines set forth by CDOT ENG. For information regarding working on or adjacent to the Wacker Drive Road Tunnel and related restoration requirements, contact J.J. Madia, at (312) 744-3920.



**3.3.6 Geotechnical Review**

Private and public developments that have excavations, foundations or earth retention systems that are equal to or greater than 12 feet below adjacent (existing) Public Way grade and/or excavations deeper than 4 feet that extend beyond the development’s property lines and into the Public Way require a geotechnical review. The two departments who may perform the geotechnical review within the City are the Department of Buildings (DOB) and CDOT.



For a building project, the owner must go through DOB to obtain a building permit, which includes a caisson-only or foundation permit for construction of all geotechnical elements on the project. This DOB foundation review is either performed in-house for general geotechnical elements or is given to an external peer reviewer for earth retention system design. Alternately, the owner of the project may go through Developer Services for the DOB foundation review.

**For any infrastructure project, bridges, roadways, tunnels, etc., CDOT manages the project and performs the review using a CDOT external reviewer for technical design issues.**

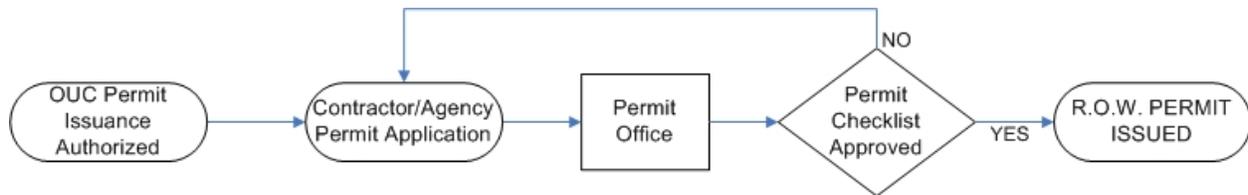
The design review follows the Geotechnical Review Checklist shown in [Appendix D](#). A geotechnical report, stamped by a Professional Engineer licensed in the State of Illinois, with site specific soil borings and appropriate in situ and laboratory testing, is required. All earth retention (temporary and/or permanent) and foundation design must be stamped by a Structural Engineer licensed in the State of Illinois. Slope stability and excavation drawings may be stamped by a Professional Engineer licensed in the State of Illinois. Slopes that are at or less than 1.5H:1V may require slope stability analysis by CDOT; slopes that are steeper than 1.5H:1V must include slope stability analysis.



### 3.4 Permit Office

#### 3.4.1 Introduction and Checklist

The Permit Office is responsible for registering Permittee, verifying Public Way work licenses, ensuring insurance requirements are met, receiving all construction related documents, and verifying accuracy of submitted documents prior to approving the proposed work. Applications and notice forms for permits may be obtained from and submitted to the Office of CDOT DOIM Permit Section, City Hall – Room 905, 121 N. LaSalle Street, Chicago, IL 60602. No work within the Public Way, except in the case of an emergency, will begin until an approved permit has been executed. A permit will be issued after the PCO and OUC provide “Permit Issuance Authorized” notification to the Permit Office and all applicable items on the permit checklist have been completed (See Appendix D for the Permit Checklist).



Typical permit length is thirty days with a maximum two week extension (*unless otherwise approved by CDOT*); special permit time frame restrictions apply within the Central Business District (CBD) (See Map in Definitions). Typically, work on arterial streets shall be limited to hours exclusive of the AM and PM rush hours, currently defined as 6:00 – 9:00 AM and 4:00 – 7:00 PM, respectively. Additional permit time restrictions may be applied for the work activities located near arterial intersections, schools, parks, safety zones, protected bike lanes, red light and speed camera locations, Divvy bike share locations, etc. In addition, the applicant shall follow the construction, restoration and traffic control plan requirements provided in Chapter 4.

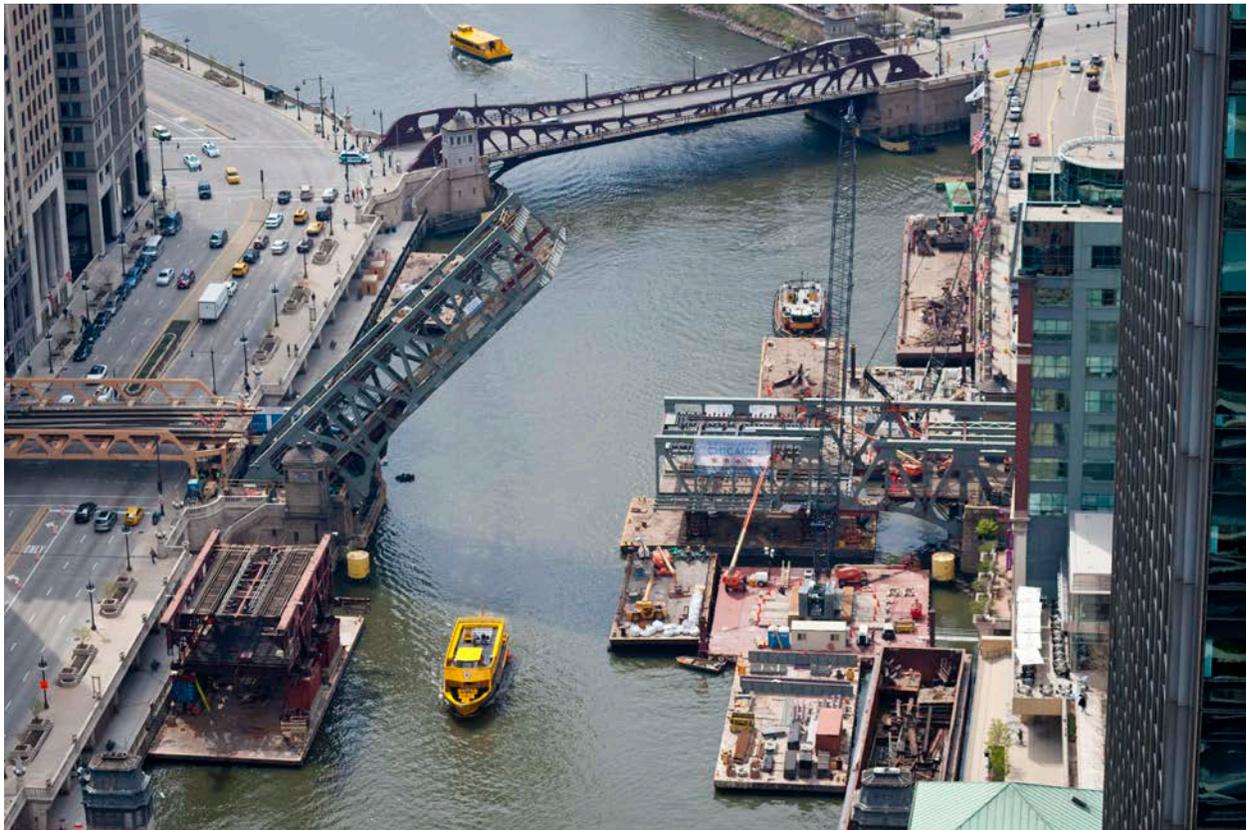
#### 3.4.2 Special Permits and Notification Requirements

Any stakeholder performing work in the Public Way must obtain the following special permits/authorization where required by the circumstance and conditions prior to being issued a Right of Way (ROW) Permit. These permits and/or notifications may include, but are not limited to, the following:



***a. Bridge Permit***

Any opening in the deck of a viaduct/bridge or an opening within 40 feet of a viaduct/bridge support or appurtenance will require a Bridge Permit from CDOT Engineering (CDOT ENG). CDOT ENG is located at 30 North LaSalle Street, Suite 400. The permit will require design submittal for all cuts and/or pavement removals on or near a viaduct/bridge to CDOT ENG for review and approval prior to the start of the work. If the work being performed is above/below and/or within the railroad ROW, then the stakeholder/Permittee is required to provide written approval from the impacted railroad to CDOT ENG & DOIM prior to Permit being authorized.



***b. Freight Tunnel (Interior)***

Prior to the issuance of any permits, each Permittee seeking to use any portion of any of the City Tunnels shall enter into tunnel agreements as required by Chicago Department of Law (CDOL) and CDOT regarding access, construction, installation, maintenance, inspection, insurance and other related aspects of the use of portions of the City Tunnels. Any disputes regarding the use of any portion of any of the City Tunnels shall be resolved by the Commissioner



and other concerned City departments. For information regarding tunnel agreement and tunnel related matters contact CDOT ENG, J.J. Madia, at (312) 744-3920.

The City will not be obligated to pay any amount to the Permittee for any cost of preparation, maintenance or improvement to the City Tunnels and each Permittee is deemed to expressly waive all right to any such contributions. Any use of the City Tunnels shall be solely at the Permittee’s risk and the City shall not be liable in any way. Each Permittee shall maintain, in conjunction with other users, those portions of the City Tunnels through which each Permittee’s system is placed or operates, or which is affected directly or indirectly by such operations, if any, free of hazards to the satisfaction of the City, and will keep such portions passable for purposes of inspection by City personnel or its designated agents.

The Permittee shall provide reasonable cooperation to the City, its designated agents and other users of the City Tunnels in which the Permittee’s facilities are located for installation, construction, inspection and maintenance, and will not interfere with these activities. All of the Permittee’s activities in the City Tunnels shall be performed in accordance with any tunnel agreement to which the Permittee is a party, any permit issued by the Commissioner, and any restrictions of the use of the City Tunnels established by the Commissioner, by regulations or otherwise.



***c. Harbor Permit***

All work in and within 40 feet of the City waterways, defined as Harbor, will require a Harbor Permit from CDOT ENG. CDOT ENG is located at 30 North LaSalle Street, Suite 400. The Permittee will be required to show proof of submittal of the U.S. Army Corps of Engineers and Illinois Department of Natural Resources permits.



***d. Vaulted Alley/Sidewalk Notification***

The Permittee shall identify a vaulted alley or sidewalk prior to permit application. If a vaulted structure exists, an EFP submittal to the OUC, including a Plat of Survey, is required.

***e. Department of Buildings (DOB) Permit***

A DOB permit shall be required for any work performed on a structure on private property that meets the requirements of the DOB permit requirements for Easy Permit, Standard Plan Review and/or Developer Services (<http://www.cityofchicago.org/city/en/depts/bldgs.html>).

***f. McCormick Place Busway Access***

In order to arrange access to the McCormick Place Busway, the permittee must notify CDOT, CTA and Metra at least 48 hours in advance.

***g. Aldermanic Notification***

Aldermanic notification may be required if the Permittee requests overnight street closures, construction activities outside of normal working hours (overnight construction), cuts into moratorium streets, and/or alley closures.

***h. Bureau of Forestry Permit***

Any work in the Public Way involving the planting or removal of trees requires permission from the Department of Streets and Sanitation Bureau of Forestry (DSS FOR) prior to the start of work and pursuant to Sections 10-32-060 through 10-32-100 of the Code.

***i. State, County and Local Jurisdictions***

All work within an Illinois Department of Transportation (IDOT) jurisdiction right of way will require written approval from IDOT. The approval may include the scope of work allowed, restoration agreement required and/or special terms of work per IDOT requirements. Written authorization must be provided with the CDOT permit application.

All work within Cook County right of way requires written notification to the Cook County Department of Transportation and Highways.



## RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY

All work, including traffic impacts or detours, which may have an impact on neighboring communities also requires written notification to the affected community.

### *j. CTA Approval*

For projects that have Detour Plan or Traffic Control Plan (TCP) affecting a CTA bus route, **the Permittee shall provide written notice to CTA a minimum of 14 days prior to construction.**

Prior to commencing any work within 50 feet of CTA rapid transit tracks (elevated, at grade and subway tunnels), the Permittee must demonstrate fulfillment of CTA safety, insurance and inspection requirements to the CTA Engineering Department. Permission to commence work must be obtained from the CTA Engineering Department a minimum of 48 hours in advance.

Written authorization must be provided with the CDOT permit application for either bus or rail CTA condition.

Further information on construction requirements may be found at [www.transitchicago.com](http://www.transitchicago.com).



***k. Metra Approval***

Prior to starting any work within 50 feet of Metra railroad tracks, the Permittee must demonstrate compliance with the Metra safety, insurance and inspection requirements to the Metra Engineering Department. Written authorization must be provided with the CDOT permit application. In addition, permission to commence work must be obtained from the Metra Engineering Department a minimum of 48 hours in advance.



***l. Special Service Areas Notification***

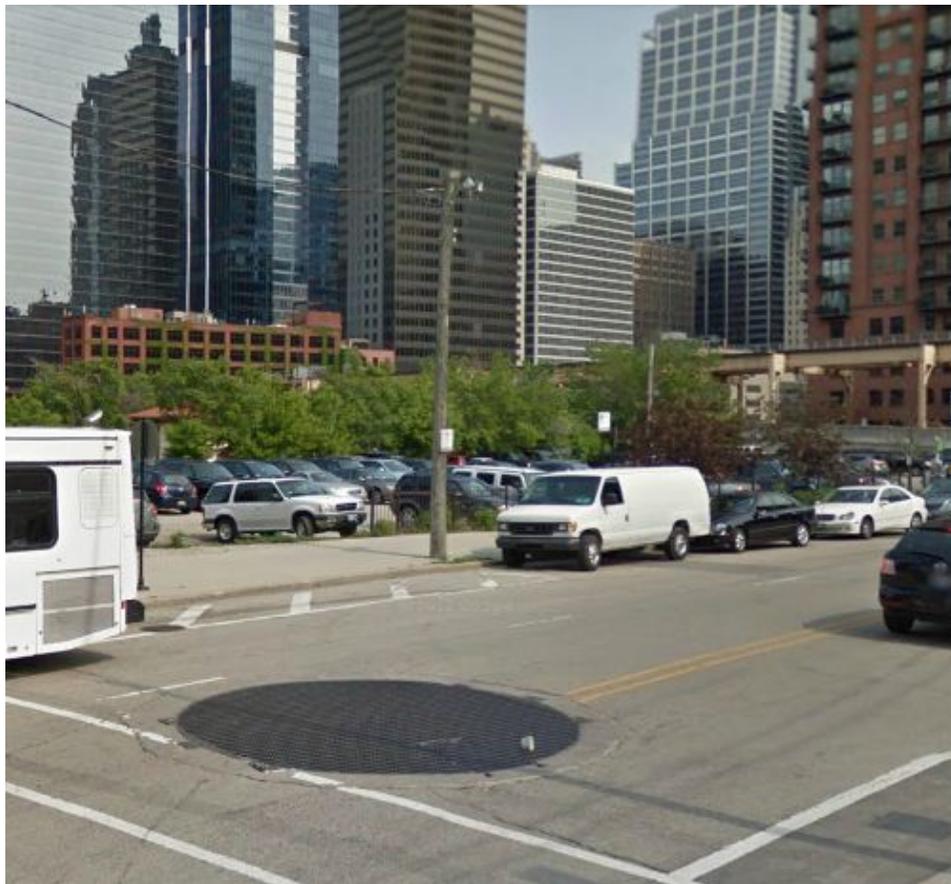
The Permittee shall identify Special Service Areas (SSA) as defined in the Regulations prior to permit application. If SSAs exist, the Permittee shall provide documentation verifying coordination with the SSA provider organizations for street and sidewalk closures.



***m. MWRD Approval***

Under the Public Way in Chicago, the MWRD has large intercepting sewers, junction chambers and Tunnel and Reservoir Project (TARP) drop shafts (street view picture below). The City sewer system discharges into the MWRD system and the uses the MWRD sewage treatment plants. On occasion, these structures need to be adjusted or relocated due to road and bridge improvements or redevelopment.

Prior to any work that may impact MWRD structures, the Permittee must demonstrate compliance with the MWRD Sewer Design Section with written authorization from MWRD. In addition, the Permittee shall fulfill all MWRD requirements when discharging industrial waste or contaminated groundwater into the sewer system. The MWRD requires a Discharge Authorization or Special Discharge Authorization. <http://www.mwrdd.org>.



### 3.4.3 Moratorium

Moratoriums are established by the CDOT as a method of protecting its assets within the boundaries of the City. ROW with active moratoriums require special consideration as to method and size of restoration, and additionally, degradation fees and modifications to permit fees. CDOT reviews and approves impacts to moratoriums on a case-by-case basis upon request.

- *Street Construction refers to when the street has been reconstructed. By City ordinance, the moratorium is ten years and during this period permit fees are doubled.*
- *Street Resurfacing refers to when the road has been repaved. By City ordinance, the moratorium is five years and during this period permit fees are doubled.*
- *Streetscape refers to when a project has added additional design elements to the public way to improve the functionality of the infrastructure in order to support urban liveability.*
- *Median or Median Landscaping refers to where landscaped medians or planters exist on the street median. For these moratorium types, there is no fee adjustment. However, if a construction permit is requested, the applicant will be directed to review the planned project with the CDOT ENG staff for special instructions on how to properly protect or reconstruct street medians.*



## RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY

The City provides these moratoriums by street name and address, within the fifty municipal ward boundaries at the link below.

<https://webapps1.cityofchicago.org/StreetClosure/org/cityofchicago/streetclosure/cdot/ward.jsp>

- *Traffic moratoriums are also imposed by the City for special events, including but not limited to, athletic events, parades, festivals and construction-related detour routes. A Winter Holiday Moratorium is placed in the CBD from mid-November to early January. A current list of Special Events can be found at Department of Cultural Affairs and Special Events <http://www.cityofchicago.org/city/en/depts/dca.html>.*



**RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY**

- *Protected Bike Lane Moratoriums* are used when a priority bicycle facility has been installed that uses concrete medians, vertical traffic delineators and specialty green thermoplastic markings. For these moratoriums, there is no fee adjustment. However, the Permittee is required to coordinate the planned project with CDOT PROD to ensure proper reinstallation of all bicycle facility elements



**RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY**

- *Streetscape Moratoriums* If planned or permitted work falls within Existing Streetscape Project limits (completed or in progress), all of the following elements will require verification of existing conditions and proof of restoration to the appropriate standard.

**Table 3.4.3.1 - Streetscape Moratorium Restoration Requirements:**

<u>Element</u>	<u>Within Roadway</u>	<u>Within Parkway</u>	<u>Features to be replaced in kind, to the condition it was found or better</u>	<u>Feature replacement to be reviewed on a case by case basis</u>	<u>Features do not need to be replaced, Street to return to “original status”</u>
Street Pavement	X		always	--	--
Sidewalk and ADA Ramps		X	always	--	--
Standard Pavement Markings	X		always	--	--
Street Lighting (poles and conduit)		X	always	--	--
Bike Lane Moratorium	X		<i>always</i>	--	--
Street Furniture: Benches, Bike Racks, Free Standing Planters, etc.		X	always	--	--
Neighborhood Identifiers		X	always	--	--
Signage		X	always	--	--
Trees & Landscaping (Reviewed by Dept of Forestry)		X	always	--	--
Permeable Pavement or Pavers	X		always	--	--
Permeable Sidewalk/ Parkway Pavers		X	always	--	--
Decorative Planters with Curb and Fencing and Any Irrigation Systems to These Planters		X	<i>always</i>	--	--
Decorative Pavement Markings	X		5 years	6-10 years	10+ years
Textured Asphalt Streetprint or Brickprint Crosswalks	X		5 years	6-10 years	10+ years
Decorative Sidewalk Medallions		X	10 years	10+ years	--
Decorative Sidewalk		X	10 years	10+ years	--



### 3.4.4 Emergency Work

Emergency work (as defined in this document) may start without a permit. Any stakeholder performing emergency work must contact DIGGER (4.1.2) prior to starting the work. DIGGER can be contacted at 312-744-7000 or 8-1-1 (from a land line located within the City limits).

It is the responsibility of the contractor performing the work to have the executed permit in hand by the next business day after starting the emergency work. The Permittee shall enter into a CDOT-approved restoration agreement five business days prior to placing concrete base to grade in the emergency work area. For restoration requirements see [Section 4.1.3](#).



**3.4.5 Restoration of the Public Way**

**A Permittee shall, at their own expense in a manner approved by CDOT, rebuild, restore or repair any portion of the Public Way to the satisfaction of the Commissioner.** Restoration agreements are required for work in the Public Way and technical requirements are outlined in [Section 4.2](#). The following forms are shown in [Appendix E](#).

***a. Restoration Agreement Requirement***

A Permittee shall be required to enter into an Restoration Agreement for any of the following situations; 1) Street cuts or other opening(s) are made on a Moratorium Street, 2) Street cuts or other opening(s) for emergency situations, 3) Projects are part of the PCO Conflict Resolution process (required to develop a MOU); 4) CDOT determines that an agreement is required.

***b. Streetscape Restoration Agreement***

When work is requested to be performed in an area deemed a Moratorium Street due to a Streetscape project, the Permittee will be required to complete an application for a Streetscape Restoration Agreement.

***c. Perimeter Paving Agreement***

For a new development project on private or public property, the Permittee is required to enter into an Asphalt Restoration Agreement, which will address the extent of perimeter paving required by the City to restore pavement adjacent to new construction. This type of restoration agreement is required of the Permittee prior to the start of any street excavation work and will utilize the Asphalt and/or Streetscape Restoration Agreement Form. The work under the Perimeter Paving Agreement may include, but is not limited to, restoration for full depth and width pavement, curb and gutter, parkway, and sidewalk with ADA ramps.

**3.4.6 Standard Drawing Requirements**

No person or entity shall access the Public Way to construct, install, maintain or modify any facilities without the issuance of a Permit and the payment of any applicable fees under Chapters 3-73, 10-20 and 10-30 of the Code. All Permittees shall submit the required documents to the Commissioner which shall include, but are not limited to project scope and purpose; drawings/plans and specifications identifying exact proposed locations, sizes, and depths;



standards; and procedures, depending upon the complexity or extent of the work. These documents shall be consistent with the drawing requirements (See Appendix D).

**3.4.7 Parking Display Requirements**

“No Parking” postings for Permits issued by CDOT shall only be posted by the City, unless the City directs or has authorized the Permittee to do so in writing. Pursuant to agreement between the City of Chicago and LAZ Parking, the Permittee shall remit a fee for obstructing parking at metered locations.

**3.4.8 CDOT Permitting Fee Structure**

*a. Standard Fees*

Permittees requesting Permits under Chapter 10-20 (all applicants except telecommunications providers) for making an opening in or constructing or repairing any pavement in the Public Way will be subject to permit fees as set forth in Section 10-20-150 of Chapter 10-20 of the Code. The current permit fee schedule can be viewed on the City’s web site at:

[http://www.cityofchicago.org/city/en/depts/cdot/provdrs/construction\\_information.html](http://www.cityofchicago.org/city/en/depts/cdot/provdrs/construction_information.html)

*b. Degradation Fees*

A degradation fee will be assessed by the City for any project involving cuts or trenches on a Moratorium Street. The degradation fee will be calculated in accordance with the Degradation Fee Schedule included as Appendix E. The Permittee may also be subject to a fee for obstructing the Public Way.

*c. Fee Exemption—Telecommunication Providers*

Permittees requesting permits under Chapter 10-30 (telecommunications providers and/or their contractors for the installation of a telecommunication system) will not be charged permit fees (including permit fees otherwise payable under Chapter 10-20), provided that the telecommunications provider is subject to the Chicago Simplified Telecommunications Tax imposed pursuant to Section 3-73-030 of the Code and is not in violation of applicable requirements of Chapter 3-73 and Chapter 10-30 of the Code. Telecommunications providers are responsible for additional fees which include, but are not limited to, the following: degradation fees, lost revenue for parking meter obstruction, parking meter box removal, and JCDecaux bus shelter removal.



***d. Telecommunications Providers Not Subject to Fee Exemption***

Telecommunications providers who are not subject to the Chicago Simplified Telecommunications Tax pursuant to Section 3-73-030 of the Code are subject to fees outlined below.

- Pursuant to Chapter 10-30-040(b) of the Code, the Commissioner is authorized to determine what the permit fee shall be for Telecommunications Providers not subject to the City’s Simplified Telecommunications Tax required by Chapter 3-73 of the Code and who have not otherwise entered into an agreement with the City regarding payment of fees set forth by Chapters 10-20 and 10-30. Such fees shall provide for the recovery of the City’s actual or reasonably estimated costs of maintaining and regulating the Public Way in a manner consistent with the public welfare, and shall include, but not be limited to, the City’s costs of inspection, regulation, maintenance, administration and repair.*
- The Commissioner will calculate the costs described in paragraph (1) above on a case-by-case basis, and from time to time, set forth the fees operative under paragraph (1). The fees under paragraph (1) are subject to change at any time on a prospective basis. The current fee structure can be obtained from the Department at Room 905, City Hall. The Commissioner and a telecommunications provider subject to fees under this section may mutually agree on the provision of in-kind compensation to the City consisting of cables, conduits or other telecommunications facilities as an offset to be applied against such fees, provided that such offset shall be calculated in a reasonable and nondiscriminatory manner.*
- All permit fees required under this section shall be paid to the City’s Comptroller or Department of Finance as applicable prior to the issuance of a Telecommunications Provider Permit. Annual fees, as applicable, shall be payable no later than thirty days following the anniversary of the date of issuance of the Telecommunications Provider Permit for which such annual fees pertain. If extraordinary costs shall be reimbursed within thirty days of a written statement from the City such as to such amount of extraordinary costs (together with reasonable documentation thereof) from the Commissioner. Failure to pay the fees covered in this section in a timely manner may lead to revocation by the Commissioner of all permits issued to a telecommunications provider.*

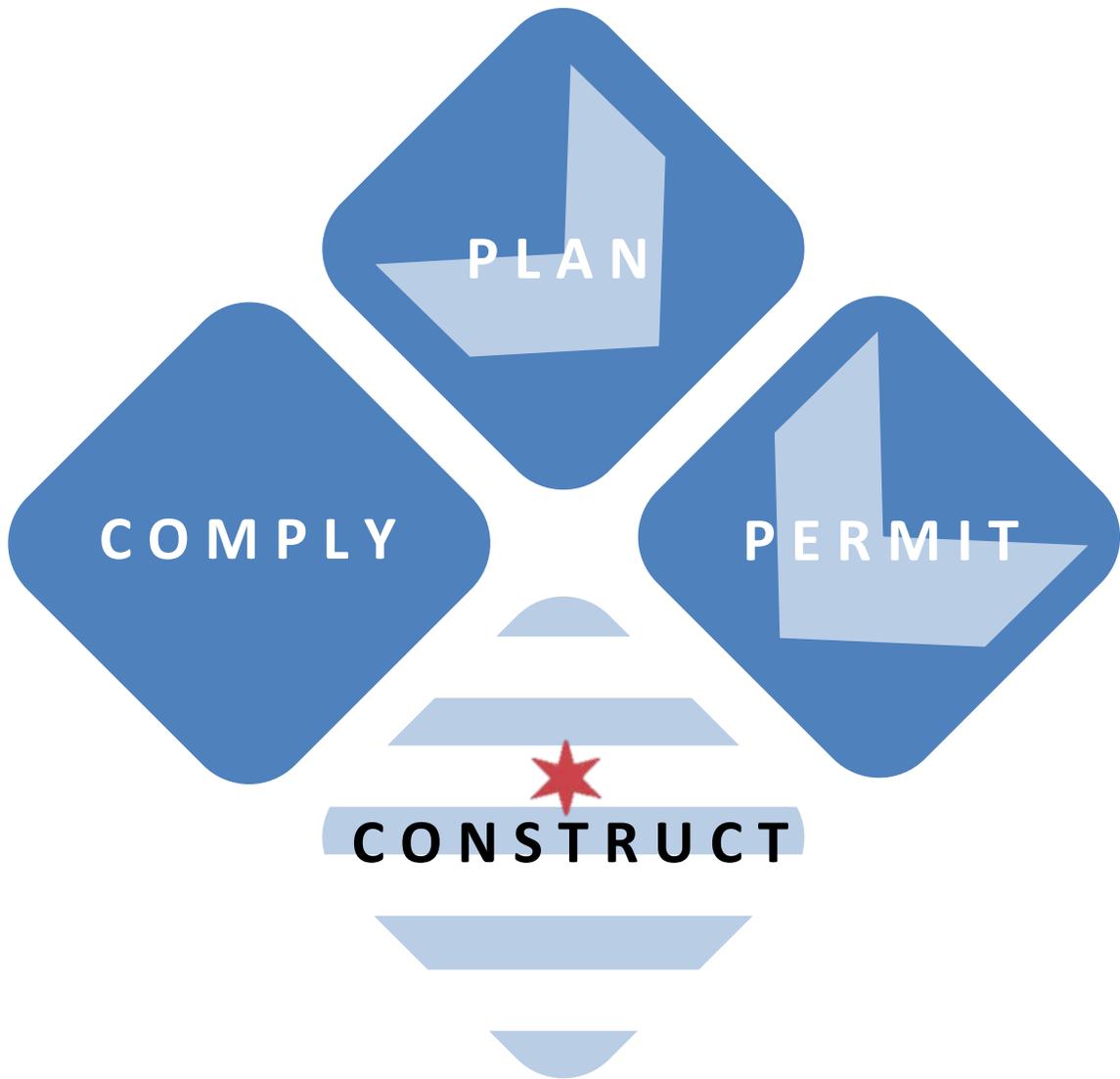


### **3.5 CDOT Utilidor**

The City reserves the right to assign utilidors and determine the alignment of facilities located within the Public Way. The requirements of the Utilidor to be developed based on the Wacker Drive Road Tunnel project (See [Section 3.3.5](#)). These requirements will be established in the supplemental to this document.



# Chapter 4



## Executing Work in the Public Way

**4.1 Excavation Requirements**

The following specifications apply to all excavation in the Public Way in conjunction with the new reconstruction, rehabilitation and/or resurfacing of the pavement; underground utility repairs; and/or installation of new utilities whereby all excavations and/or penetrations are less than 12 feet deep. For excavations and/or penetrations that are 12 feet deep or more, refer to [Section 3.3](#).

**All excavation shall be in accordance with this section per the current City of Chicago (City) ordinance, standards, supplements and/or any addendum to this document.**

**4.1.1 Verification of Existing Conditions**

All existing appurtenances within the work zone and/or permitted limits (i.e., pavement, pavement markings, curb, ADA ramps, signs, poles, courtesy & carriage walks, sidewalks, bike rack, Divvy Stations, etc.) shall be surveyed, photographed, and replaced if disturbed by the Permittee or subcontractors. Documentation (photos and/or surveys) shall be kept on file by the Permittee and given to Chicago Department of Transportation, Department of Infrastructure Management (CDOT DOIM) or its representative upon request. Failure to do so will make the contractor liable for all replacement and restoration.

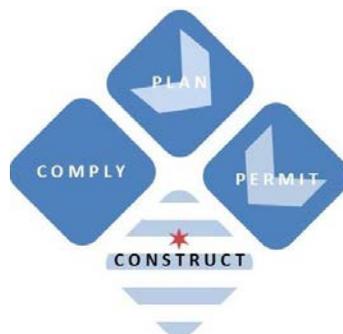
**4.1.2 DIGGER**



Give notice to DIGGER (sometimes referred to as Chicago Utility Alert Network – CUAN or City’s One-Call Notice System) at 312-744-7000 or 811 (from a land line located within the City limits) a minimum of 48 hours prior to any penetration and/or excavation in the Public Way, exclusive of Saturdays, Sundays and holidays. DIGGER is a 24-hour service network that notifies all DIGGER utility members of proposed excavation in the City corporate limits (Public Way and private property). If the work being conducted borders an

adjacent municipality or state, the contractor is also required to contact JULIE (At 811 or 800-892-0123 in Illinois, or 800-382-5544 in Indiana). When applicable, all excavation areas are to be clearly marked in safety white paint prior to calling DIGGER. However, white paint is not required for joint meets or emergency work.

DIGGER utility locates should not be called in more than 14 days in advance of the start of the excavation or demolition, unless the excavation date was provided with the application or on the



issued permit, and remains unchanged. Prior to the twenty-sixth calendar day of the initial DIGGER call, the contractor must notify DIGGER to renew and refresh the utility locates.

The current OUC members are provided in [Appendix G](#). The marking colors can be found in [Appendix G](#). The Illinois Damage Prevention Act shall be adhered to while performing work (<http://www.gcdpc.org/index.htm>). Any owner and/or operator of underground facilities is required to participate in the One-Call Notice System.

**4.1.3 Excavation and Pavement Removal within the Roadway**

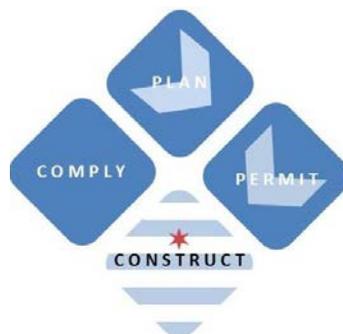
After the Permittee has the location marked and the project has cleared DIGGER, excavation and/or pavement removal may commence.

*Tunneling*

According to Chapter 10-20-200 of the Code, “No person shall, without a permit in writing from the commissioner of transportation, place any shaft, cable, pipe, main, conduit, wire or other transmitting or conducting device underneath the surface of any public way in the city by driving the same through the earth underneath the surface of any such public way, or by boring or tunneling under any such public way. Any person may tunnel under stone or concrete sidewalks which do not exceed six feet in width for the purpose of installing sewer drains not to exceed six inches in diameter; provided, that a permit in writing shall be obtained from the commissioner of transportation for such purpose. The commissioner of transportation is authorized to remove, cause the removal or cut out all shafts, cables, pipes, mains, conduits, tubes, wires or other transmitting or conducting devices at any time laid or placed underneath the surface of any public way in violation of the provisions of this section.”

*Excavation, Pavement Removal, Utility Cut or Trench Excavation*

When excavation is performed, extreme care must be exercised so as not to disturb or damage utilities beneath street pavements. In areas where existing utilities identified by DIGGER are either adjacent to or are crossing the proposed excavated trench, digging with hand tools is required. The length of the trench to be opened in any roadway for the purpose of laying pipes shall be limited to 300 feet in advance of the pipe being placed therein. In cases of power and communication conduit(s) installation, the trench opening will be limited to 4 feet in depth and 3 feet in width and the length of the trench can be more than 300 feet when approved by CDOT DOIM. Only one-half of any intersection may have an open trench at any time unless special permission is obtained from CDOT DOIM. Prior to excavation, the below criteria follows (*not*



*all inclusive):*

- All pavement edges shall be saw-cut to achieve a clean, straight repair joint.
- Saws and rock cutters (diamond blade saw) are to be utilized for pavement removal only and not as a sub-grade excavation tool.
- When the existing concrete base is removed for the purpose of trench excavation, the pavement must be removed 12 inches beyond the limits of the excavation or 12 inches beyond the limits of any disturbed aggregate base or sub-base material (commonly referred to as a “T-Cut,” as indicated in [Appendix A-2-2A - C](#)).

*Emergency Work*

In the event of an emergency (an imminent interruption of service or a situation that threatens public safety), the contractor must be on-site and must be able to provide CDOT or its representative with a justification letter that documents the reason for the emergency; Office of Emergency Management and Communications (OEMC) documentation; the classification of the emergency; and an estimate of when the issue will be resolved. Once the issue has been resolved, the Contractor must also obtain a permit ([See Section 3.4](#)). In the event of an emergency located within the Central Business District (CBD), all pavement edges shall be saw-cut prior to restoration of the pavement to achieve a clean, straight repair joint. In the event of an emergency located outside of the CBD, the breaking of the pavement and concrete base material must be accomplished with a hand tool, pneumatic hammer or hoe ram. Use of a drop hammer or other pavement breaking device is permitted only with special permission of CDOT DOIM. After the emergency has been resolved, the following criteria must be met for restoration of the opening (*not all inclusive*):

- All pavement edges shall be a clean full depth saw-cut using a diamond blade saw to 12 inches beyond the opening or to the edge of the damage pavement, whichever is greater.
- After the saw-cut is complete, the contractor must contact a CDOT DOIM representative to inspect the opening prior to base to grade restoration ([See Section 4.2](#)).
- Upon CDOT DOIM approval, a restoration agreement defining the limits of restoration will be provided and the contractor must update the permit with the new opening(s) dimensions.



**4.1.4 Driveway, Alley, Sidewalk & ADA Ramp Removal**

When the Permittee opens, cuts, excavates or removes any portion of a driveway, alley or sidewalk, they must adhere to the following requirements:

*Alley*

The entire alley apron must be removed and replaced in accordance with the specifications described in Section 4.2.3. For excavation beyond the property limits, also refer to [Section 4.2.3](#).

*Driveway*

The entire driveway apron must be removed and replaced in accordance with the specifications described in Section 4.2.4. For excavation beyond the property limits, refer to [Section 4.2.4](#).

*Sidewalk & ADA Ramp*

When any portion of a sidewalk slab requires removal for access to an underground facility, the entire slab must be replaced full width to the nearest joint in accordance with [Section 4.2.5](#).

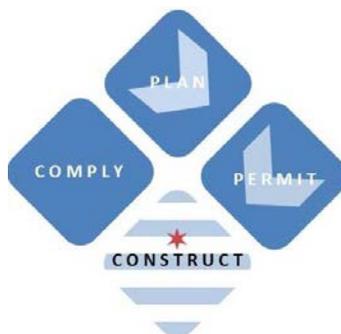
For any construction where, within the project limits, an alley apron is encountered, the associated curb ramps, alley apron and sidewalks must be improved to current ADA standards if they are not compliant in accordance with [Section 4.2.5](#).

When any portion of a non-compliant existing ramp, keystone, transition panel and/or landing requires removal for access to an underground facility, the entire corner must be replaced in accordance with [Section 4.2.5](#).

When any portion of a compliant existing ramp, keystone, transition panel and/or landing requires removal for access to an underground facility, only the affected compliant ramp, keystone, transition panel and/or landing area must be replaced full width joint to joint in accordance with [Section 4.2.5](#).

**4.1.5 Tree Protection**

All excavation in the Public Way requires that special care be taken around trees. All excavation in parkway or sidewalk areas adjacent to trees or shrubs must be accomplished with hand tools only, unless special permission is obtained from the Commissioner and from the Commissioner of Department of Streets and Sanitation (DSS). Auguring or directional boring may be used in



the parkway to install utilities in the proximity of trees, where approved by Office of Underground Coordination (OUC) outside the Central Business District (CBD). Open trenching should follow the guidelines indicated in [Appendix A-5-3](#).

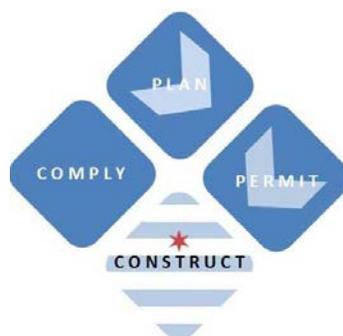
All work performed around or adjacent to trees is subject to the requirements of this manual and other applicable sections of the Code. Every effort should be taken to protect and maintain existing trees in a healthy and safe condition. If a problem arises during construction that involves trees, contact DSS Bureau of Forestry (DSS FOR) immediately. Any excavation that negatively affects a tree’s health will result in a citation and remediation action by the DSS FOR.

**4.1.6 Excavation within a Non-Irrigated Boulevard**

Prior to permit issuance for excavation within a non-irrigated boulevard, a mandatory pre-construction meeting must be coordinated between DSS FOR and CDOT Engineering (CDOT ENG) to determine the scope and construction limits during the OUC’s Existing Facility Protection (EFP) process. For excavation within a non-irrigated boulevard, requirements include, but are not limited to:

- Construction limits will be agreed upon by CDOT ENG and contractor. These limits will be defined by orange snow and/or a silt fence to be installed by the contractor. Once installed, the contractor will be responsible for the maintenance of the fence, containment of all work, and all contractors within the construction zone.
- No personal vehicles will be allowed within or adjacent to the construction zone at any time. Only necessary equipment will be allowed within the construction zone as defined in the pre-construction meeting.
- Stockpiling of materials will not be allowed within or adjacent to the construction zone. Material deliveries must be coordinated to allow delivery as the material is required. All spoils shall be removed immediately from the site by the contractor.
- As determined by DSS FOR, trees must be protected and maintained throughout the duration of the project. Any tree damage will result in the assessment of a fine and or tree replacement, as determined by DSS FOR.

Information on locations of existing non-irrigated boulevards can be provided from CDOT ENG.



**4.1.7 Median/Planters/Traffic Devices**

When utilities are proposed to cross under the existing medians, planters, devices or other structures, the Permittee’s construction method should protect these existing structures from damage. Any licensee(s) working in concert with the Permittee will be responsible for repairing and/or replacing the existing medians, planters, traffic devices and other structures, as well as any trees or other plantings affected during the course of the construction. This will be done at his/her own expense and to the satisfaction of CDOT ENG. Access to the median is prohibited at all times unless approved is granted by CDOT ENG, and explicitly stated on the issued permit. The Permittee must notify CDOT immediately if any water or irrigation lines are encountered during excavation and/or construction.

**4.1.8 Excavation Methods**

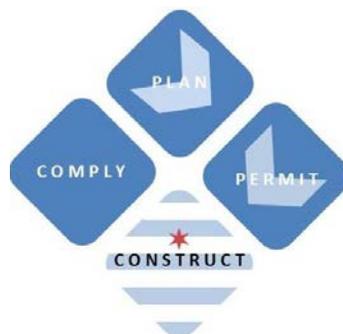
Excavation methods include, but are not limited to, open cut excavation with stable slopes to prevent sloughing and raveling of material into the construction area, soil nailing and shotcrete, trench box excavations, earth retention systems, vacuum excavation and micro-trenching. For excavations greater than 12 feet below adjacent (existing) grade, the Permittee shall reference [Section 3.3.6](#) for review process.

**4.1.9 Removed and Abandoned Facilities**

Removal of structures in the Public Way shall comply with the [IDOT SSRBC Section 605](#) (Removing Existing Manholes, Catch Basins, and Inlets). All inverts connecting to the removed structure shall be sealed with Class SI concrete or brick and mortar.

The Permittee is responsible for the maintenance of abandoned facilities including conduit.

Per Section 10-28-015 (e)(4) of the Code, “The permittee shall be responsible for and shall pay for the removal, relocation, alteration, repair, maintenance, and restoration of, city-owned structures or appliances located in or adjacent to the public way, including pavement, bridges, subways, tunnels, vaults, sewers, water mains, conduits, pipes, poles and other facilities and utilities, which are necessary or appropriate on account of the permittee’s use of the public way. The commissioner of transportation is authorized, in his or her discretion and from time to time during the permit tee’s use and occupancy of the public way until the restoration of the public way, to determine the work which is or will be necessary or appropriate and the cost involved to perform such work and is authorized to collect a deposit prior to commencing any work and to



charge the permittee all actual costs for causing all such work to be performed. The decision of the commissioner of transportation shall be final and binding. The permittee, upon receiving written notification from the commissioner of transportation of the required deposit or the cost of such work, shall immediately pay or deposit such amount as directed by the commissioner.”

**4.1.10 Pavement Coring**

Pavement coring includes destructive and non-destructive coring in the public right of way. Destructive coring is defined as the physical removal of pavement surface that will not be re-used in backfilling activities at the core location. This work includes pavement cores for density testing of asphalt and concrete and soil borings. Non-destructive coring includes, but is not limited to, work for subsurface utility investigation, facility leak detection or repair, location of depth of utilities for profile drawings and work at pipe joints that do not require traditional excavation trenches (cathodic protection). Pavement coring is not subjected to the street restoration requirements set forth in [Section 4.2](#).

*Destructive Core*

Restoration of destructive pavement cores shall be as follows:

Per IDOT special provisions and Article 406.07(c) of the Standard Specifications: “Upon completion of coring for density testing, all free water shall be removed from the core holes prior to filling. All core holes shall be filled with a non-shrink grout from the Department’s approved list, which shall be mixed in a separate container prior to placement in the hole. Only enough water to permit placement and consolidation by rodding shall be used, and the material shall be struck-off flush with the adjacent pavement.”

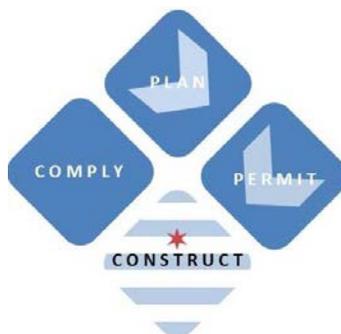
**Test Section  
Pavement Core**



**Soil Boring  
Drilling Rig**



**Asphalt Pavement Core  
(from Drilling Rig)**



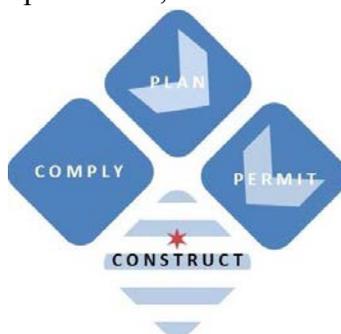
*Non-Destructive Core*

Non-destructive coring is defined as keyhole technology by the natural gas industry (GTI). Keyhole technology is utilized to be less disruptive to the pavement and reduces the Public Way impact time. The below described technology is a pilot that is approved on a case by case basis by CDOT DOIM (refer to [Section 4.2.2g](#) for other pilots under review on case by case basis)



Keyhole technology is a method of accessing and viewing below grade utilities using small holes (“keyholes”) using vacuum excavation in soft surfaces and traditional coring in hard surfaces. Typically, the keyholes are created for the purpose of subsurface utility investigation, pothole/depth checks or facility leak detection or repair; pavement restoration must follow specific guidelines set forth in this section.

The pavement core shall not exceed 18 inches in diameter and shall have a center hole drilled through the pavement so that it can be lifted out and replaced in its entirety when work is complete. The soft material shall be removed using vacuum excavation as required. Upon completion of utility work, suitable salvaged backfill material and new sand shall be placed back in the hole and compacted in one foot lifts using a tamping rod up to about one inch below the core bottom. The final inch of backfill shall be replaced with pea gravel. The hole shall be filled with a bonding compound, Utilibond or equivalent material. Then the replacement core (a pre-fabricated concrete core) shall be leveled in place leaving a smooth paved surface. The pre-fabricated concrete core will be composed of a 6” roadway/valve box with a Sakrete high strength 5000 plus grade mix poured around it and properly cured for 48 hours in a controlled environment. After the bonding compound sets, the surrounding pavement shall be cleaned of all



debris and excess grout. The keyhole technology means and methods shall permit normal vehicular traffic to resume over the restored keyhole location within 30 to 45 minutes of the completed repair.

**4.1.11 Notification of Utility Hits**

It is the responsibility of the Permittee and its contractors to inform DIGGER (312-744-7000) immediately if any utility is damaged or hit during construction operations. It is also the responsibility of the Permittee and its contractors to notify the owner of the damaged/hit facility.

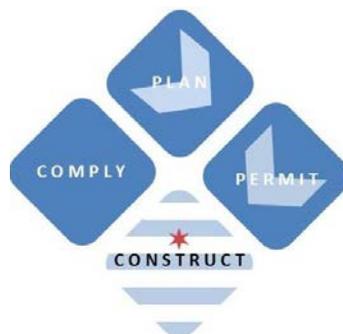
All Permittees must be aware that hits to the City’s utilities (water mains, sewer mains, electric lines, etc.) and hits to any utilities (both private and public), caused by the Permittee, will be investigated by an agency hired by the City. All costs incurred for the investigation and reporting will be borne by the Permittee responsible for the hit. All reports of the investigations will be submitted to DIGGER, 30 North LaSalle, Suite 310, for review of compliancy with the latest standards and protocols. **If a contractor continues to have excessive hits as determined by DIGGER reports, the contractor will be required to attend a hearing held by the Commissioner to determine the disciplinary actions.**

**4.1.12 Erosion Control and Site Cleanliness**

All erosion and sediment control Best Management Practices (BMP) shall be implemented in accordance with the standards and specifications set forth in the “Illinois Urban Manual” published by Illinois Environmental Protection Agency (IEPA). It is available at: <http://aiswcd.org/IUM/index.html>.

Install geotextile fabric under each storm inlet, a catch basin, and a sewer manhole cover to prohibit dirt, debris, and backfill material from entering the sewer system. The geotextile fabric must be maintained and cleaned to allow drainage until final restoration is complete. The contractor is responsible for removing any debris that enters the catch basin or sewer should the geotextile fail or become displaced. After restoration is completed, the geotextile fabric will be removed.

The excavation area must be kept clean as determined by CDOT DOIM. No spoil or fill material will be allowed to restrict pavement drainage or gutter flow. Tracking construction debris and other loose material on the Public Way from construction sites located on or off the Public Way is prohibited. The Permittee is required to provide and show proof of regular cleaning of the



Public Way adjacent to the construction site as determined by CDOT DOIM. Failure to keep the Public Way clean will result in citations and/or revocations of the permit.

**4.1.13 Spoil Removal**

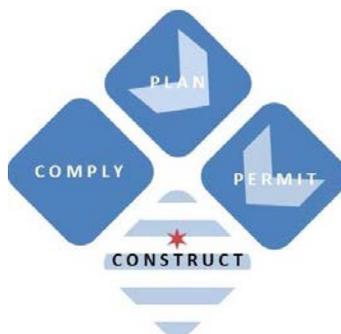
Topsoil that is suitable for final grading and landscaping, and excavated material that is suitable for back-filling, may be stockpiled separately within the work area if approved by the Commissioner, but must not remain on the work site overnight. Refer to [Section 4.2](#) for non-contaminated spoil reuse requirements.

Excess spoil material must be removed and disposed of according to [IDOT SSRBC article 202.03](#). Contaminated excavated material shall be removed and disposed of according to [IDOT SSRBC Section 669 \(Removal and Disposal of Regulated Substances\)](#). Clean Construction and Demolition Debris and/or Clean Soil only, as each are defined at 415 ILCS 5/3, et. seq., that is being disposed of offsite shall comply with the Illinois Environmental Protection Agency requirements for disposal, including the use of forms 662 and 663 form prepared by the Contractor (Permittee). Clean Construction and Demolition Debris and/or Clean Soil shall be disposed of at a permitted facility or used as part of a project approved by a local municipality, highway authority or county. The contractor shall maintain records of all forms 662 or 663 and shall allow for the inspection of said records by the City upon reasonable notice and request.

**4.1.14 Railroad Ballast, Ties and/or Rail Removal**

For abandoned railroad rails that are being utilized for grounding purposes by ComEd, contact CDOT DOIM for further coordination.

If abandoned railroad ballast, ties and/or rails are encountered during excavation, the Permittee must remove and dispose of only the portions that are encountered, according to [Section 4.1.13](#). No stockpiling of this material will be allowed. Failure to remove any of the material will result in immediate corrective remediation, citation and expanded restoration as determined by the Commissioner.



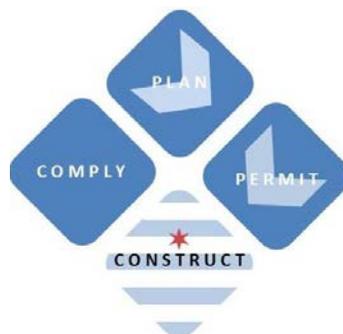
### 4.1.15 Construction Notice Signage

**All private and public construction that occurs in the Public Way requires professional signage at the end of each traffic control work zone, oriented to face the direction of travel, prior to construction commencing.** For projects longer than 14 days, the following guidelines apply (See Appendix A):

- Sign must at least be 4 feet wide x 4 feet high x ½ inch thick in size which may be plywood exterior grade with an all weather plastic overlay (public projects will provide the standard “Build a New Chicago” sign);
- For all non-public agencies, the construction notice sign must follow the guidelines below:



- Face of the sign must be white background with a black border.
- Lettering on the board must be all upper case.
- Title on the board must be black, 4 inches in height and in Clearview font stating, **“Notice of Proposed Construction Activity”**
- Company’s name and logo (e.g., ComEd, PGL, SBC, Comcast) must be at least 4 inches in height.
- Sign must be at least 2 feet above the existing ground.
- Sign must be placed in such a manner that access or mobility is not prohibited.
- Sign displayed must be maintained and free of damage, deterioration, graffiti and stickers for the entire permit duration.
- Sign must have the work use permit attached to the back of the sign and protected from all weather conditions.
- A contact number must be provided on the display board that states in black, 2 inches in height and in Clearview font stating, **“Questions please contact: 1-800-xxx-xxxx”**;
- It is the responsibility of the Permittee to erect and secure the board so that it remains in an upright position that will not tip or fall over under any weather condition.
- Sign must be removed by the Permittee within 48 hours of completion of the work.



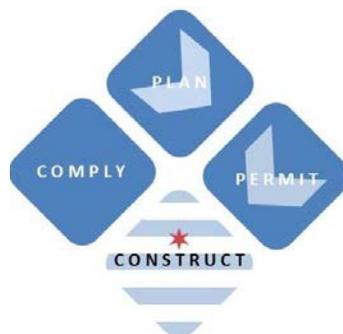
For all private and public construction that occurs in the Public Way with a construction duration less than 14 days, the permit must be displayed at the end of each traffic control work zone, oriented to face the direction of travel, prior to construction commencing (unless directed by CDOT DOIM to follow the above requirements).

**4.1.16 Micro-Trenching**

Micro-trenching is the process of installing a small diameter fiber and conduit inserted into a slot-cut trench typically less than 3/4 inches wide and between 9 and 12 inches deep in the Portland Cement Concrete (PCC) or Hot Mix Asphalt (HMA) base course without damaging or disrupting existing infrastructure.

Any proposed micro-trenching requires a written justification letter to be approved by the Commissioner. The letter must include the following:

- Proposed project location
- Proposed type, size, use and location of the trench
- The acknowledgment that Utility assumes responsibility and liability of their facilities with all other construction costs associated with severance, bracing, and locating associated after the facilities are installed
- Process for deployment
- The warranty of trench and sealant for the life of the trench



**4.2 Restoration Requirements**

**All restorations shall be in accordance to this section per the current City ordinance, standards, supplements and/or any addendum to this document.**

Upon completion of the repair, reconstruction, rehabilitation, installation, opening and/or activity performed within the Public Way, the Permittee is required to restore all excavation in accordance with the specifications set forth in this section.

**4.2.1 Trench Backfill**

*General Requirements and Procedures*

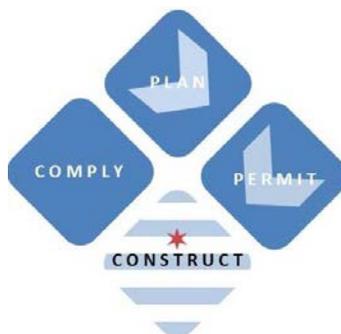
CDOT requires that all power and/or communication lines be installed in a trench deep enough to provide a minimum cover of 30 inches over the facility. The water main must be installed according to the Department of Water Management Design Standards (typically a minimum of 5 feet of cover). All other facilities (sewer line, gas line, petroleum line, etc.) must be installed in a trench deep enough to provide a minimum cover of 36 inches over the facility. Any deviation from these standards requires a written request and approval from CDOT DOIM.

Any excavation and/or opening made under or within 2 feet of sidewalk, pavement and/or appurtenances shall require aggregate trench backfill according to **IDOT SSRBC Section 208**.

The following conditions apply for openings and/or excavations in a grassy parkway at a depth greater than 36 inches (refer to **Appendix A**):

- Condition 1: Excavation and/or opening  $\leq 2$  foot offset from the back of curb and the nearest edge of the sidewalk; the trench requires trench backfill up to 12 inches below the existing grade. The top 6 inches must be furnished topsoil free of aggregates.
- Condition 2: Excavation and/or opening  $> 2$  feet from the back of curb **and** the nearest edge of the sidewalk; trench backfill is required 12 inches above the top of pipe. The top 6 inches shall be furnished topsoil free of aggregates.

**For any excavations less than 36 inches, follow Condition 2.**



*Aggregates*

Trench backfill shall be placed in excavated areas in accordance with the following requirements:

- All aggregates utilized in these Regulations must be in accordance with the current IDOT Bureau of Materials and Physical Research Policy Memorandum, “Aggregate Gradation Control System (AGCS).” Fine aggregates shall be according to **IDOT SSRBC Article 1003.04** and Coarse Aggregates shall be according to **Article 1004.05** with the exception of the following:
  - Trenches  $\leq 4$  feet in width shall use FA22, CA13, CA16 and/or flowable fill.
  - Trenches  $> 4$  feet in width shall use FA6, FA22, CA6, CA11, CA13, CA16 and/or flowable fill.

**Any exception to the aggregate gradations specified in this section must be requested in writing and approved by the CDOT QAS (Quality Assurance Section).**

*Flowable Fill*

Materials must comply with **IDOT SSRBC Sections 593 and 1019** for controlled low strength material (CLSM). Flowable backfill will not be subjected to any load until it can support traffic without deformation.

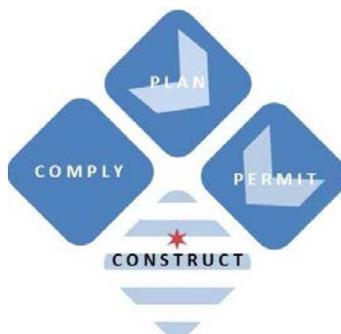
The use of flowable backfill in place of trench backfill is mandatory for Public Way work within the CBD unless otherwise approved by the CDOT QAS.

Flowable backfill may be used at any other location in the Public Way as an alternative to trench backfill.

**Upon request from CDOT or its representative, the Permittee must provide the on-site flowable backfill mix design. Any exception to the flowable requirements specified in this section must be requested in writing and approved by CDOT QAS.**

*Backfill Procedures*

Trench backfill shall be placed in a trench that is free of water. A pump may be required for adequate dewatering of the trench. Water containing debris and sediment requires the use of a sediment filter bag, or other device approved by the Commissioner, while being pumped from



the trench bed, prior to being discharged in into City sewers and may require a Special Discharge Authorization Permit from MWRD.

<http://peppportal.mwrld.local:50100/irj/go/km/docs/documents/MWRD/internet/Departments/MR/docs/ordinances/ERWOrdinance.pdf>

Discharged water shall drain onto a non-erodible, stable surface and shall not cause damage to any adjacent property. The flow of discharge will be limited to the operating capacity of City sewers, refer to the following document:

[http://www.cityofchicago.org/city/en/depts/water/provdrs/engineer/svcs/2009\\_sewer\\_constructio\\_nandstormwatermanagementrequirements.html](http://www.cityofchicago.org/city/en/depts/water/provdrs/engineer/svcs/2009_sewer_constructio_nandstormwatermanagementrequirements.html)

Aggregate bedding material must be placed on a firm trench foundation. If any material within the existing trench foundation is unsuitable, it shall be removed and replaced with well-compacted bedding material. Bedding thickness must be a minimum of 6 inches below the utility and placed across the entire width of the trench.

Trench backfill will be placed on well compacted bedding material. Backfill procedures shall follow **Article 550.07 of the IDOT SSRBC**, with the exception of “Method 2,” which shall not be used. Approval of water jetting compaction requires a written request and approval from CDOT DOIM before compaction.

For details on bedding, trench backfill, and flowable fill placement, refer to **Appendix A**.

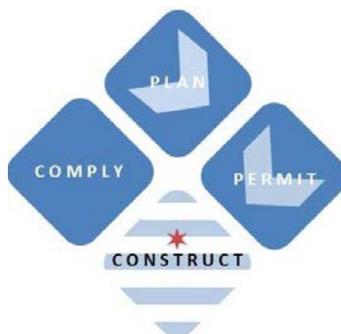
**4.2.2 Street Pavements**

*a. Street Classifications*

For the purpose of these regulations, the following definitions shall apply for City street classifications. Note: These terms are used to establish restoration requirements for different street types. They may differ from classification in State Route Agreements or other documents indicating street classifications within the City that can be found at the following link under Chapter 10-4 of the Code:

[http://www.amlegal.com/nxt/gateway.dll/Illinois/chicago\\_il/municipalcodeofchicago?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:chicago\\_il](http://www.amlegal.com/nxt/gateway.dll/Illinois/chicago_il/municipalcodeofchicago?f=templates$fn=default.htm$3.0$vid=amlegal:chicago_il)

- **Primary Arterial Street:** Any street with pavement markings for two or more lanes in both directions. This also includes one-way streets with pavement marking for two or more lanes.



- **Secondary Arterial Street:** Any street with lane line pavement markings for one permanent lane in both directions and signed for peak hour parking restrictions, which enable the roadway to function as two lanes in one or both directions during the peak hours.
- **Collector Street:** Any street with lane line pavement markings for one lane in both directions and no peak hour parking restrictions.
- **Residential Street:** All streets which do not have lane line pavement markings.

***b. Asphalt Pavement Restoration***

There shall be two (2) types of pavement restoration for open cuts in pavement with existing asphalt surface. Specifications for materials are provided within Table 4.2.2-1 and 4.2.2-2.

Type I - Asphalt Surface Pavement Restoration (No HMA Binder Course Required)

- All pavement restoration on residential streets
- Pavement restoration on primary or secondary arterial and collector streets which require pavement restoration limits which are:
  - Less than full roadway width and less than 150 feet in length
  - Less than half roadway width and less than 600 feet in length

Typical restoration shall include placement of aggregate sub-base, Portland Cement Concrete base, bituminous surface treatment (Prime Coat), and hot-mix asphalt surface course.

**Table 4.2.2-1 Asphalt Pavement Restoration Specifications – Type I**

Street Classification	Agg Sub-base, Type B	P.C. Concrete Base Course	HMA Binder (Inches)	HMA Surface (Inches)	Total Pavement Thickness
	(Inches)	(Inches)	(Mix Design)	(Mix Design)	
	Note 1	Note 2	Note 3	Note 3	
Residential	6	8	Not Applicable	2 (IL-9.5 Mix C, N 30 Low)	16
Primary Arterial	6	10	Not Applicable	2 (Polymerized Mix E, N 70)	18
Secondary Arterial and Collector	6	10	Not Applicable	2 (Mix D, N 70)	18

**Notes:**

1. Aggregate Sub-Base, Type B: Construction in accordance with SSRBC Section 311 & Art. 420.04; Material in accordance with Section 1003 and 1004.



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2. Portland Cement Concrete Base Course: Construction in accordance with SSRBC Section 353 & 354; Material in accordance with Section 1020.
3. Bituminous Surface Treatment: Construction in accordance with SSRBC Section 403, 406, and 440; Material in accordance with Section 1004 & 1032.

Type II – Asphalt Surface Pavement Restoration (HMA Binder Course Required)

- Pavement restoration on primary or secondary arterial and collector streets which require pavement restoration limits which are:
  - Full roadway width and more than 150 feet in length
  - Equal to or greater than half roadway width and more than 600 feet in length

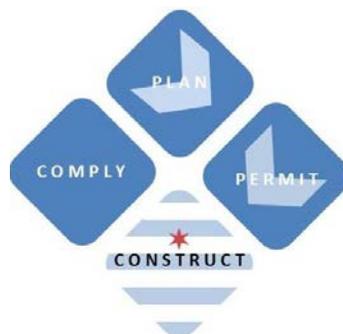
Typical restoration shall include all restoration for Type I and hot-mix asphalt binder course. The asphalt binder and surface courses must be completed in separate passes (lifts). **Any deviation from the aforementioned requires a written request by the Permittee and written approval by CDOT DOIM.**

**Table 4.2.2-2 Asphalt Pavement Restoration Specifications – Type II**

Street Classification	Agg Sub-base, Type B (Inches)	P.C. Concrete Base Course (Inches)	HMA Binder (Inches) (Mix Design)	HMA Surface (Inches) (Mix Design)	Total Pavement Thickness		
	Note 1	Note 2	Note 3	Note 3			
	Primary Arterial	6	10 3,500 psi, Type PP-1	1.5 (Mix D, N 70)		1.75 (Polymerized Mix E, N 70)	19.25
	Secondary Arterial and Collector	6	9 3,500 psi, Type PP-1	1.5 (Mix D, N 70)		1.5 (Mix D, N 70)	18

**Notes:**

1. Aggregate Sub-Base, Type B: Construction in accordance with SSRBC Section 311 & Art. 420.04; Material in accordance with Section 1003 and 1004.
2. Portland Cement Concrete Base Course: Construction in accordance with SSRBC Section 353 & 354; Material in accordance with Section 1020.
3. Bituminous Surface Treatment: Construction in accordance with SSRBC Section 403, 406 and 440; Material in accordance with Section 1004 & 1032.

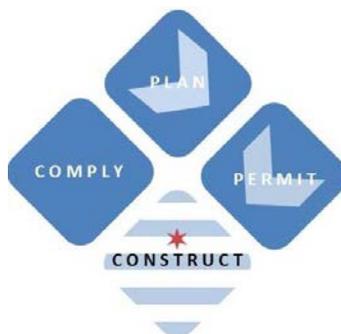




Typical asphalt restoration limits for a street opening shall be extended to the nearest longitudinal joint(s) and must extend a minimum of 5 feet beyond the transverse limits of the opening or to the nearest joint (whichever is greater), as shown in [Appendix A](#). **Restoration shall not add any additional longitudinal joints to the existing surface course.** On moratorium streets, the full perimeter of the asphalt restoration limits must be sealed completely at the edges of the cut with liquid asphaltic cement in accordance to the guidelines established in [Section 4.2.2e](#) unless otherwise directed by the Commissioner.

The following scenarios require restoration limits as defined in [Appendix A](#):

- If two or more separate openings occur within 150 feet of each other by the same developer or development, utility, agency or company, or their agents, on the same side of the street, within a **two-year** period.



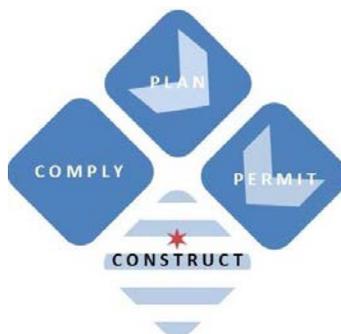


The following scenarios require special restoration limits and shall be governed by the permit, or by a restoration agreement and/or perimeter paving agreement by an authorized representative from CDOT DOIM:

- Any excavation scenario that is not illustrated in [Appendix A](#).
- If an opening is made in a moratorium street.
- If the project is a coordination project as defined in [Chapter 2](#) (**For any work that is included in a Restoration Agreement issued by CDOT DOIM, the limits of resurfacing and adjacent curb ramp restoration shall follow the Restoration Agreement**).
- Emergency work is being performed.
- Pavements and/or sidewalk with special treatments including, but not limited to, the following: pavers, cobblestones, stamped concrete, asphalt, permeable pavements or other surfaces. The replacement must be the same material as the existing and match the same thickness and surface conditions unless otherwise approved and defined in the agreement.
- If the Commissioner deems additional restoration is required.

***c. Concrete Pavement Restoration***

For all open cut pavements with a finished concrete surface, the restoration must include the placement of aggregate sub-base and P.C.C. pavement.



**Table 4.2.2-3 Concrete Pavement Restoration Specifications**

Street Classification	Agg Sub-base, Type B	P. C. Concrete Surface Course	Total Pavement Thickness
	(Inches)	(Inches)	
	Note 1	Note 2	
Residential	6	8	14
Primary Arterial	6	12	18
Secondary Arterial and Collector	6	10	16

**Notes:**

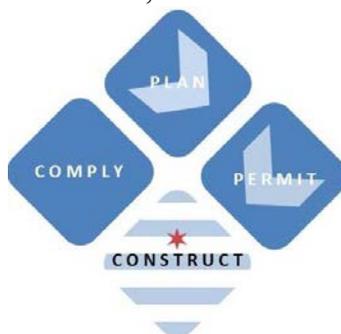
1. Aggregate Sub-Base, Type B: Construction in accordance with SSRBC Section 311 & Art. 420.04; Material in accordance with Section 1003 and 1004.
2. Portland Cement Concrete Surface Course: Construction in accordance with SSRBC Section 353 & 354; Material in accordance with Section 1020.

Where existing P.C.C. pavement exceeds the thickness listed in Table 4.2.2-3, the thickness of concrete used for restoration must match the existing conditions. The final surface of the finished concrete shall be performed according to [IDOT SSRBC Article 420.09\(e\)](#).

Restoration limits for pavements with concrete surfaces require that transverse trenches cut into the pavement must extend to the nearest longitudinal joint. Longitudinal trenches cut into the pavement must extend to the nearest transverse joint. If any portion of the cut straddles a paving joint, then restoration must extend to the nearest joint, except where CDOT allows the Permittee to perform otherwise. Transverse contraction joints shall be formed on 20-foot centers on all longitudinal cuts that exceed 20 feet in length. They will be placed in line with existing joints whenever possible.

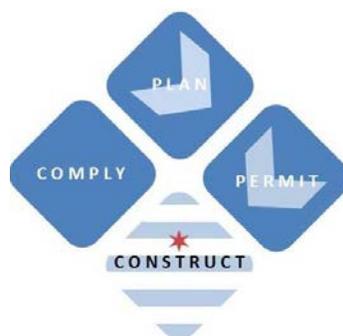
**d. Additional Pavement Restoration Requirements**

- The Permittee is required to bring any existing opening and/or trench made in a street that does not meet the aforementioned section up to current standards. Prior to placement of any sub-base material, the Permittee shall arrange for a CDOT DOIM representative to approve the proposed section. The section includes, but is not limited to, the size of the replacement



area as defined in [Section 4.2.2b](#) and the material and depth as depicted in the tables in [Section 4.2.2](#), unless directed otherwise by CDOT DOIM.

- Design and repairs to the viaduct bridge pavements including approach slabs shall be submitted to CDOT ENG or authorized representative for review and approval prior to the restart of any work.
- Concrete pavement and concrete base restoration in arterial and collector streets traffic lanes must be High Early Strength Concrete Class PP-1 in accordance with [Section 1020 of the IDOT SSRBC](#). The concrete shall be plated for five days after placement or until the time the concrete has achieved a compressive strength of 3,500 psi as evidenced by concrete cylinder break tests. Results of said strength test will be made available to CDOT QAS or authorized representative upon request.
- Concrete pavement and concrete base restoration in residential streets and in full-time designated parking lanes of arterial and collector streets shall be Class PV in accordance with [Section 1020 of the IDOT SSRBC](#). The concrete shall be plated for seven days after placement or until the time the concrete has achieved a compressive strength of 3,500 psi as evidenced by concrete cylinder break tests. The results of said strength test shall be made available to CDOT QAS or authorized representative upon request. The Permittee may use High Early Strength Concrete Class PP-1 at these locations if they so choose, and in that case plating and strength requirements outlined in the paragraph above would apply.
- When at least half point restoration or intersection pavement restoration is being performed, any frame and cover that is within the limits of this restoration area (private and public) will be located and brought to current standards. Pursuant to [Chapters 10-29 or 10-30 of the Code](#), the owner of structures in the Public Way must maintain that structure in good condition for the entire time that structure is placed on, under, or over the Public Way. The frame and cover must be inspected by the utility company to validate if the structure, frame and/or cover needs to repaired, replaced or adjusted according to the detail in [Appendix A](#). It is the responsibility of the Permittee to coordinate the scheduling of the adjustments with the affected utilities that fall within the proposed restoration area. A four-week advance notice of all affected facilities should be provided in advance of the restoration (these adjustments should be clearly labeled and noted during the EFP submittal). All covers, including but not limited to manholes and handholes within the restoration area must display the utility company's name on the top of the lid. The top of any manhole, catch basin, handhole, inlet, and any other partially submerged structure must be maintained such that the top of that structure is flush with the existing surface grade to the satisfaction of CDOT DOIM.



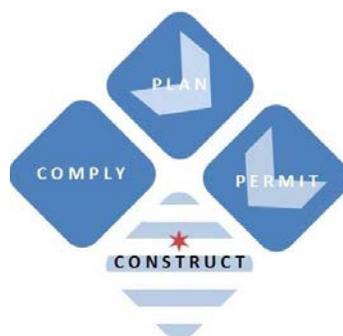
- With prior written approval from CDOT DOIM, on non-moratorium streets, pavement restoration associated repairs at structures will be allowed to utilize a full-depth concrete provided the requirements of this section are met. The squared-off permanent restoration area will be treated and constructed as finished P.C.C. pavement with broom finish a minimum of 3 feet from the centerline of the structure. The adjacent pavement shall not be damaged, and the joint between the concrete and asphalt will be sealed according to the specifications in [Section 4.2.2e](#). For the purposes of this section, structures are not considered street openings and any perimeter pavement agreement shall govern restoration requirements. (Please note this would be a variance request to [Appendix A-2-1J](#)).
- During winter months, concrete shall be protected from the cold weather in accordance with [Section 1020 of the IDOT SSRBC](#).

***e. Crack Sealing***

- Maintenance Program
  - CDOT’s maintenance program was established to prolong the life of the pavement prior to resurfacing. Crack sealing shall be performed according to [Section 451 of the IDOT SSRBC](#), and the material shall be a hot-poured joint sealer in accordance with [Article 1050.02 of the IDOT SSRBC](#). Prior to sealing, cracks shall be blown with an air compressor and routed. The routing saw shall have a steel, circular cutting head with carbide tipped cutters mounted radially. The machine shall be capable of routing a uniform, square shape approximately 3/4” x 3/4” (*Routing is optional as deemed necessary by CDOT ENG*).



- Perimeter Sealing
  - After the Permittee makes a utility cut into the asphalt pavement on a moratorium street, the Permittee shall seal the full perimeter of the asphalt restoration limits (i.e., where the new pavement meets the existing). The edges of the cut shall be sealed with liquid asphaltic cement according to [Section 451 of the IDOT SSRBC](#), and the material shall be a hot-poured joint sealer in accordance with [Article 1050.02 of the IDOT SSRBC](#), in order to prevent water seepage into the pavement (A written variance can be requested and reviewed by CDOT DOIM). Preformed Joint sealer shall be used when a bus pad is cut into according to Section 4.2.2 and [Section 452 of the IDOT SSRBC](#).



***f. Plating***

All openings in public streets, alleys, sidewalks and driveways that cannot be backfilled the same day excavation occurs shall be steel plated, unless specifically authorized by CDOT DOIM.

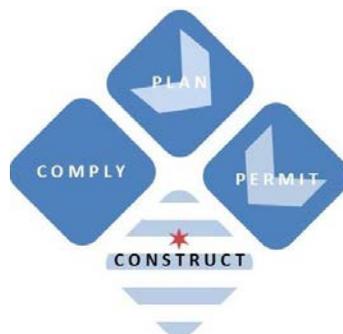
All plating installed by a Permittee must be safe for pedestrians, bicycles and vehicles and must be adequate to carry vehicular load. The gap between adjacent plates must be no greater than ½ inch and when placed in a bike lane the plates must be orientated perpendicular to the travel way, whenever possible. Plating subjected to vehicular traffic must be capable of carrying AASHTO H-20 traffic loading without movement or excessive deflection. Steel plating must extend 2 feet into the clear zone beyond the edge of pavement for potentially errant vehicles. CDOT DOIM may require that the Permittee submit the design calculations stamped by a licensed Structural Engineer in the State of Illinois for review and approval of the structural integrity of the plating. The identification of the Permittee and company performing the work must be identified according to the plating detail below (a grease pencil is one way to indicate on a plate).

It is the responsibility of the Permittee to perform daily monitoring of all active plates or unattended plates to ensure that they are secure and remain in the proper position. In the event any plate is to be left unattended, the Permittee is required to notify CDOT DOIM in writing of the reasons and necessity of the plates, along with an estimated time before resuming work.

Plates that are open to daily traffic shall be recessed and secured to the adjacent pavement surface between December 1 and April 1 unless approved otherwise in writing from CDOT DOIM.

Streets:

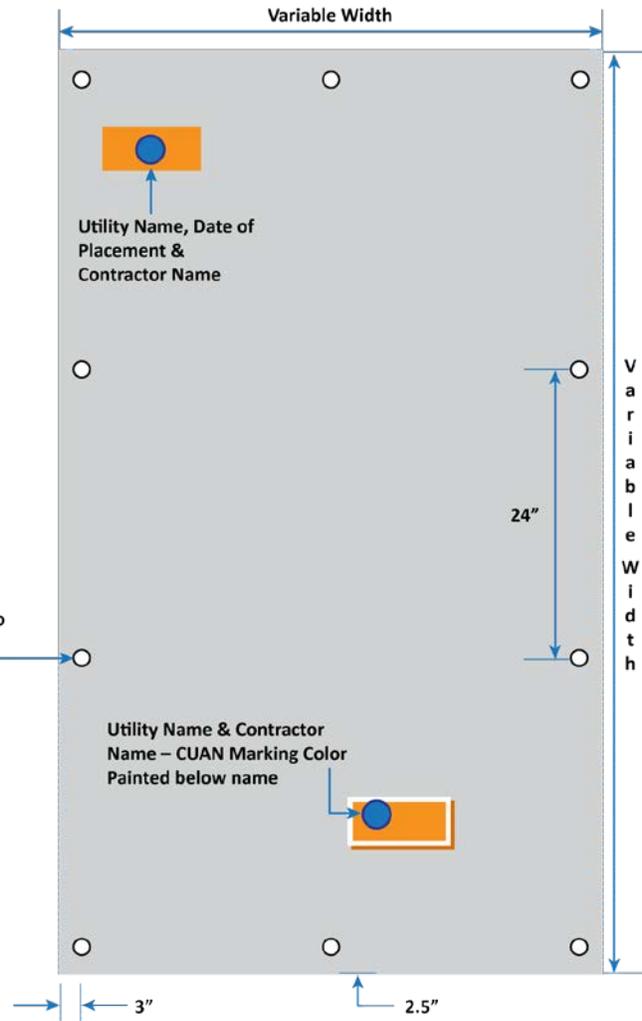
Steel plates must be large enough to safely span the excavation with a minimum overlap of 12 inches beyond the edge of the excavation. Steel plates must be firmly bedded and secured to the adjacent pavement to prevent rocking or movement. Steel plates subjected to vehicular loads or in the path of bicycle traffic shall have ramps installed consisting of bituminous asphalt, cold patch material, or plate locking system or as approved by CDOT DOIM. The length of the asphalt or cold patch ramp is 2 feet in the direction of travel and 1 foot in the non-traveled direction. The plates must not be a slipping hazard and provide traction in all weather conditions.



**RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY**

Sidewalk:

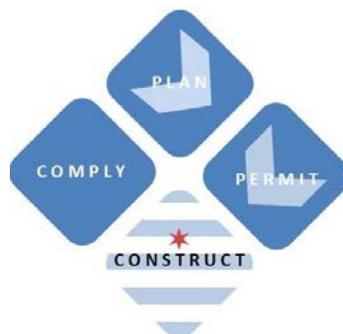
Steel plates or CDOT DOIM approved equivalent (See Section 4.2.2g) shall be used for openings made for sidewalks and/or for pedestrian paths or walkways. The plate must span the trench, not be a tripping hazard and allow for 2 feet of overlap on each side where it is held in place securely. Screening will be allowed for a maximum of 14 days prior to final concrete restoration is performed (*Note: This section applies to areas that are not fenced off*). The plates must not be a slipping hazard and provide traction in all weather conditions.



**Steel Plate Detail**

Grassy Parkway Area:

Plywood or CDOT DOIM approved equivalent may be used for temporary cover in grassy parkway areas if the excavation is less than 4 feet in depth. A minimum plywood thickness of 5/8 of an inch is required, and it must span the trench and allow for 2 feet of overlap on each side where it is held in place securely. It is the responsibility of the Permittee to perform daily monitoring of any plywood used to cover openings to ensure they are secure and remain in position. **The maximum time allowed for plywood over a grassy parkway trench is 7 days.**



**g. Pilot Programs**

**Sidewalk Plating Pilot -**

Plasticade’s 37” Trench Cover or DOIM approved equivalent can be used for openings made for sidewalks (*not through Alleys, Driveways and for pedestrian paths or walkways in the CBD*) with the written approval from DOIM. The plates must span the trench, be able to withstand >4,000 lbs, be anti-slip, have a rubber edge to prevent tripping hazards, and allow for 2 feet of overlap on each side where it is held in place securely.



[http://plasticade.com/traffic\\_safety/contractors\\_safety\\_products/trench\\_covers](http://plasticade.com/traffic_safety/contractors_safety_products/trench_covers)

**Pavement Asphalt Plug Pilot**

Currently under review and to be approved on a location by location basis by CDOT DOIM are pavement plugs

(PLUG-R or approved equal) utilized to fill non-destructive coring. Agencies are using this technology to fill investigate leak core locations and the test holes openings are allowed to be 3/4” to 1-1/4” in diameter. See attached material for the repair of these types of openings.



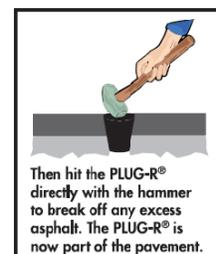
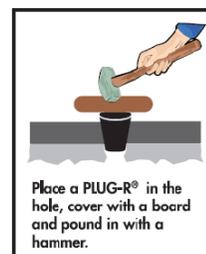
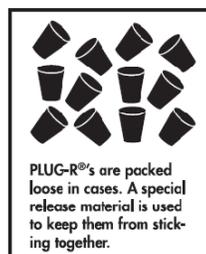
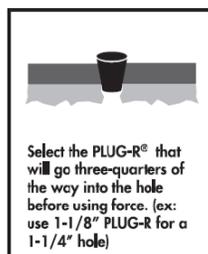
keep PLUG-R® between 40 degrees and 80 degrees fahrenheit just before use. These limits assure that PLUG-R will not shatter from cold when hammered into the hole and will not soften from extreme heat. Extreme heat from a closed vehicle, hot storage area or direct sun will cause softness which makes PLUG-R® stick together.



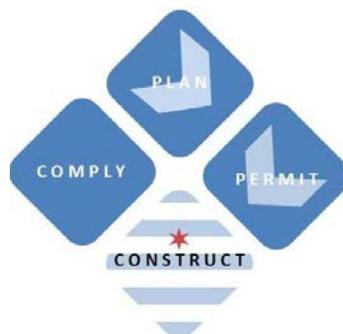
SIZE OF PLUG-R®						
SIZE OF PLUG-R	APPROX. DRILL SIZE	BOTTOM DIAMETER	BOTTOM DIAMETER (Metric)	TOP DIAMETER	APPROX. LENGTH	# PER CASE
3/4"	3/4"	3/4"	19 mm.	1"	1-1/2"	512
7/8"	1"	7/8"	22 mm.	1-1/4"	2-3/8"	320
1-1/8"	1-1/4"	1-1/8"	28 mm.	1-1/2"	2-3/8"	176
1-1/4"	1-1/2"	1-1/4"	32 mm.	1-3/4"	3"	112
1-1/2"	1-3/4"	1-1/2"	38 mm.	2"	3"	96
1-3/4"	2"	1-3/4"	44 mm.	2-1/8"	3"	96

CONTAINS:	NAME	CAS#
	ASPHALT	8052-42-4
	RECYCLED RUBBER	9006-04-6* 61789-96-6*
	WAX	110-30-5
	MOLD RELEASE COMPOUND	61790-44-1 61789-30-8 7732-18-5

**KEEP OUT OF REACH OF CHILDREN**



PLUG-R® U.S. Patent No. 3499854, Canadian Patent No. 964914, British Patent No. 1295532



***h. Restoration Time Limits***

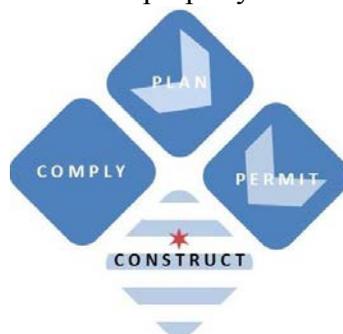
All pavement openings must be restored (which is commonly referred to as “base to grade”) within 7 days of the pavement removal. The milling, asphalt placement to finished grade (temporary roadway plate removed), and striping will be completed in such a manner that the roadway is open to traffic within 14 days after “base to grade.” Any extension requested to the prior restoration time limit requires Commissioner approval in writing.

Winter Condition—The Permittee must place temporary pavement markings on the street to match the existing condition. The base to grade items that could not be restored prior to the asphalt plant closings on or by December 31 will be required to restore the surface course and final pavement markings by May 31 of the following calendar year or earlier, as determined by CDOT DOIM (*i.e., Some asphalt plants in 2013 closed December 13, so the items that are unrestored in 2013, must complete restoration by May 31, 2014. If an asphalt plant stays open due to unseasonably warm weather into January 2014, then the restoration still must all be complete by May 31, 2014 as an effort to limit the amount of unfinished restoration a Utility has in a given season*). The final markings must be in place within 48 hours of the final surface restoration.

**4.2.3 Alleys**

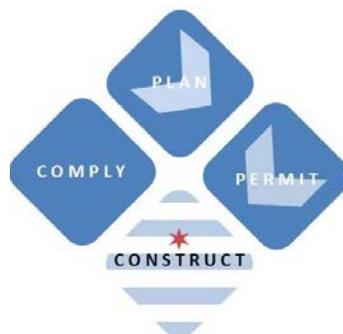
Alley pavements must be restored to finished grade (temporary roadway plate removed) and open to traffic within 14 days of the alley pavement removal. All alley excavation must be in accordance with **Appendix A, Appendix B** and **Sections 420 and 423 of the IDOT SSRBC**. The following specifications apply to any excavation in the alley or alley apron for underground utility rehabilitation, repair and/or the installation of facilities:

- Any excavation that is made in the alley requires the opening to be saw-cut full depth. When the alley is constructed with a sidewalk traversing it, as shown in **Appendix B**, it may be necessary to reconstruct part of the alley apron, adjacent ramps and/or sidewalks in order to meet the maximum slope requirements. The restoration shall be made 5 feet beyond the opening or to the nearest joint, whichever is greater, and across the entire width of the alley (ROW to ROW).
- Any excavation that is made in the alley apron shall require the entire alley apron be brought to current standards according to **Sections 420 and 423 of the IDOT SSRBC, Appendix A** and **Appendix B**. The concrete apron shall be 8 inches full depth and finished flush to match the surrounding concrete pavement to the property line.



**RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY**

- Any excavation that is made in a concrete alley or has cobblestone sub-base requires the opening to saw-cut full depth. The restoration shall be made 5 feet beyond the opening or to the nearest joint, whichever is greater, and across the entire width of the alley (ROW to ROW), according to **Sections 420 and 423 of the IDOT SSRBC, Appendix A and Appendix B.**
- If the alley pavement is asphalt, the adjacent pavement must not be damaged. The expansion joint between the concrete and asphalt shall be placed according to the specifications in **Section 4.2** and in accordance of the detail in **Appendix A.** Alley pavement construction must conform to **Sections 420 and 423 of the IDOT SSRBC, Appendix A and Appendix B.** The restoration of the alley shall be resurfaced 5 feet beyond the opening of the saw-cut boundary and across the entire width of the alley (ROW to ROW).
- Alley pavement shall conform to the standard details and **Section 420 and 423 of the IDOT SSRBC.** The concrete shall be protected until such time as the concrete has achieved a minimum compressive strength of 3,500 psi @ 14 days as evidenced by concrete cylinder break tests. Results of said strength tests shall be made available to CDOT QAS upon request.
- It is the responsibility of the Permittee to identify if the alley is vaulted prior to applying for a permit.
- Green alleys are alleys that incorporate very specific infrastructure and construction, and usually consist of permeable pavers or pavement. Any opening performed in a green alley requires a restoration agreement with CDOT PROD prior to permit issuance. The agreement must be provided to DOIM



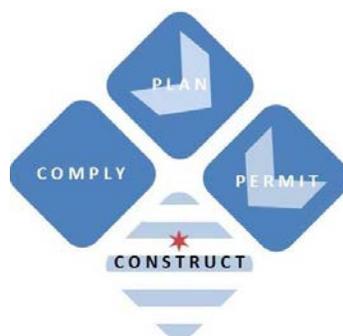
for inclusion within the permit. The restoration shall be performed by the Permittee as defined in the Streetscape Restoration agreement located in [Appendix E](#).

- Alley access, with a width of at least 10 feet, must be maintained at all times, otherwise a full closure is necessary. In order to obtain an alley closure, a letter to the Alderman (cc: CDOT DOIM) must be provided at least 7 days in advance of the closure request. The written aldermanic approval letter must be obtained by the requestor (Permittee) and provided to CDOT DOIM prior to the permit being issued.

#### **4.2.4 Driveways**

Driveway pavement must be restored within 7 days of the driveway pavement removal. The following specifications apply:

- Driveway construction must be in accordance with [Sections 423 of the IDOT SSRBC](#).
- The concrete must be protected until such time as the concrete has achieved a minimum compressive strength of 3,500 psi @ 14 days as evidenced by concrete cylinder break tests. Results of said strength tests shall be made available to CDOT QAS upon request.
- All driveways within the Public Way are required to be constructed of concrete of thickness specified in [Appendix B: Sheets B-2-3 and B-2-4](#). When a driveway is constructed with a sidewalk traversing it as shown in [Appendix B: Sheets B-2-3 and B-2-4](#), it may be necessary to reconstruct part of the driveway on private property in order to meet the maximum slope requirements. With the appropriate property easements acquired in advance, the portion of existing driveway on private property will be reconstructed to the limits required and shown on the plan matching the existing pavement section.
- All driveways shall be designed to meet the principals established in the latest [Chicago Complete Street Design Guidelines Section 3.4.4](#) and the City of Chicago Street and Site Plan Design Standards, latest edition, whichever guideline is most stringent. The Chicago Street and Site Plan Design Standards can be found at:
  - <http://www.cityofchicago.org/dam/city/depts/cdot/StreetandSitePlanDesignStandards407.pdf>.
- All driveways must have a valid residential or commercial driveway permit. Additional information on the policy, guidelines and costs can be found at the following location:
  - [https://www.cityofchicago.org/city/en/depts/cdot/provdrs/construction\\_information/svcs/driveway\\_permits.html](https://www.cityofchicago.org/city/en/depts/cdot/provdrs/construction_information/svcs/driveway_permits.html)



### 4.2.5 Sidewalk and ADA Ramps

Sidewalk and ADA ramps must be restored within 14 days of the removal, or completion of underground repair and/or installations. The following specifications apply:

- Sidewalk and ADA ramp construction shall be in accordance with [Appendix B](#) and [Article 424.01-424.07 of the IDOT SSRBC](#). The concrete must be protected until such time as the concrete has achieved a minimum compressive strength of 3,500 psi at 14 days as evidenced by concrete cylinder break tests. Results of said strength tests shall be made available to CDOT QAS upon request.
- For any work where, within the project limits, a crosswalk is encountered or where the project limits terminate within 4 feet or less of a crosswalk, the resurfacing extents are to the adjacent flowline and the associated curb ramps must be improved to current ADA standards if they are not compliant ([See Appendix A](#)). When a project calls for only an intersection to be repaved, the intersection limits as defined by the area outlined by outermost crosswalk lines and adjacent curb faces and all adjoining crosswalks and curb ramps must be improved to current ADA standards if they are not compliant([See Appendix A](#)). CDOT DOIM could require a MOU which may vary from the standards as depicted in Appendix A. **For any work that is included in a Restoration Agreement issued by CDOT DOIM, the limits of resurfacing and adjacent curb ramp restoration shall follow the Restoration Agreement.**
- Refer to [Section 4.1.4](#) for removal limits and [Appendix B-3-4](#) for ADA compliance and transition guidelines. Sidewalk and ADA ramp construction standards and restoration limits can be found in [Appendix A](#) and [Appendix B](#).
- It is the responsibility of the Permittee to identify if the sidewalk is vaulted prior to applying for a permit.
- **Nameplates**—Before the top or finishing of concrete walks has set, the contractor or person building the walk shall place in such walk in front of each lot or parcel of property a stamp or plate giving the name and address of the contractor or person building the walk and the year in which the work was done. The top of said plate or stamp, which must not cover more than 54 square inches of surface, shall be flush and even with the top of the finished walk, and must be of a permanent character plainly stamped or firmly bedded in the concrete in such a manner that it cannot become loose or be easily removed or defaced. Wherever one contractor or person has laid walks in front of three or more adjoining lots or parcels of property in one continuous stretch, one of the above named stamps placed in the walk at each



end of said stretch of walk will be sufficient. (Prior code § 33-38; Amend Coun. J. 1-14-97, p. 37762, § 44)

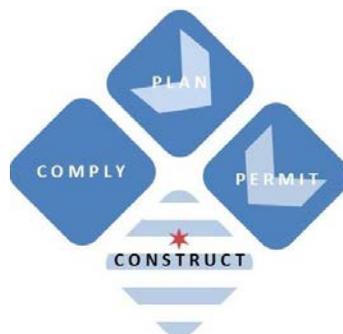
- Locations with special design features including, but not limited to, permeable pavers, stamped concrete or neighborhood identifiers will be required to enter into a restoration agreement with CDOT PROD and provide said agreement to DOIM for inclusion with the Permit. The restoration must be performed by the Permittee and defined in the Streetscape Restoration agreement located in [Appendix E](#).

**4.2.6 Parkways, Landscaping and Trees**

- Chapter 17 of the Chicago Zoning Ordinance and the Guide to the Chicago Landscape Ordinance defines the parkway as the “portion of the public way between the street and the nearest parallel property line, including sidewalk area.” The parkway may include paved sidewalk areas, driveways, landscaped areas including raised parkway planters, tree pits and grates, the top of the curb, and any offset from the property line and sidewalk. Construction and placement of material must to adhere to [Code 10-32](#) (Trees, Plants and Shrubs).



- Landscape restoration in parkways must be performed according to the specifications provided in the plan set and approved by CDOT ENG. Areas of significant importance to the nearby community may require sodding in place of seeding when deemed necessary. Bioswale or infiltration planters must be restored with the appropriate soil mixture, plant types, inlets, filtration bays, and grades to allow for their continued stormwater function. Restoration must be reviewed and approved through the streetscape moratorium as provided by PROD during the IR/EFP process. Infiltration planters and bioswales must be protected from construction debris, sediment, or erosion during construction. Any additional sedimentation caused by construction must be removed and infiltration must be restored prior to CDOT acceptance.



- The DSS FOR will determine the size, quantity and variety of the trees to be replaced at the pre-construction meeting or during the OUC process. Trees damaged after construction begins will be documented and following the completion of the project must be mitigated according to DSS FOR requirements. Any replacement tree must be under warrantee for a two-year period from its date of acceptance by the contractor, unless directed otherwise in writing by DSS FOR.

**4.2.7 Bike Share Program and Stations**

Commonly referred to as Divvy, the bike-share program was launched in 2013 and now has over 475 stations across the City (<https://divvybikes.com/stations>). The bike share stations are subject to the same regulations as any piece of street furniture: sidewalk clearance, distance from fire hydrants, compliance with historic districts, etc. Placement includes locating stations within wide sidewalks (so as not to impede pedestrian flow) adjacent to major cultural and tourist locations, as well as near parks and public spaces (<https://divvybikes.com/resources>). **Removal, replacement and/or relocation of bike share stations shall be performed by Divvy forces only.**



**When construction activity and/or the temporary traffic work zone impacts a Divvy Bike Share station, the Permittee must provide written notification to the Commissioner’s office and Divvy ([info@divvybikes.com](mailto:info@divvybikes.com)) at least 2 weeks in advance of the proposed project start date. Note that there is a contractual cost for bike station relocation. For instructions on the entire procedure for relocation please contact the Commissioner’s office at 312-744-3600 and Divvy ([info@divvybikes.com](mailto:info@divvybikes.com)) for further instructions.**



### 4.2.8 Complete Street Construction Impacts

Any work performed within a complete street requires the Permittee to enter into a restoration agreement with CDOT PROD and provide the signed agreement to DOIM for inclusion with the Permit. Impacts on complete streets and streetscape moratoriums will be identified by CDOT PROD during the IR/EFP process. The restoration must be performed by the Permittee and defined in the Streetscape Restoration Agreement located in [Appendix E](#).

### 4.2.9 Pavement Markings

According to the Code Chapter 9-4-010, a crosswalk is defined as “that portion of roadway ordinarily included within the prolongation or connection of sidewalk lines at intersections, or any other portion of a roadway clearly indicated for pedestrian crossing by markings.” This means that a crosswalk can be present at an intersection where there are sidewalks leading across the street, even though pavement markings are not present.

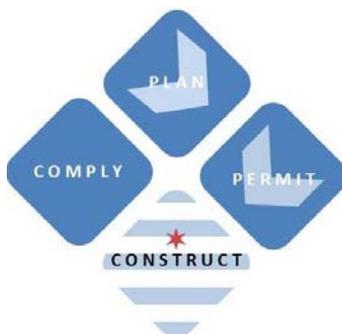
#### *a. Crosswalk General Specifications and Guidelines*

All pavement markings removed during construction must be replaced by the Permittee. Temporary and/or short term pavement markings shall be removed within 5 days after the permanent pavement markings are installed. When any portion of the crosswalk marking system across a given leg of an intersection is disturbed, it must be restored in its entirety, curb-to-curb across the given leg of the intersection. The crosswalk marking system includes, but is not limited to, stop bars, crosswalk markings, lane and center-line markings. Pavement markings shall be restored a minimum of 30 feet beyond the asphalt restoration limits. Pavement markings disturbed within the construction work zone shall be fully restored (i.e., bike lane treatments, markings and symbols, etc.) within 14 days after the completion of any intermediate or final surface treatment (refer to [Section 4.4.4d](#) for Work Zone Pavement Marking requirements).

#### *b. Crosswalk Marking Types and Design*

The City marks crosswalks using four styles of markings: transverse, continental, ladder and decorative. All pavement marking materials must be placed according to [Section 780 of the IDOT SSRBC](#). For dimensions and pavement marking layout refer to [Appendix A and B](#). The guidelines below designate when the appropriate marking types should be used:

- Continental crosswalks - Shall be comprised of 2-foot-wide white thermoplastic lines or “bars” oriented parallel to the primary vehicular travel direction on each leg with spacing



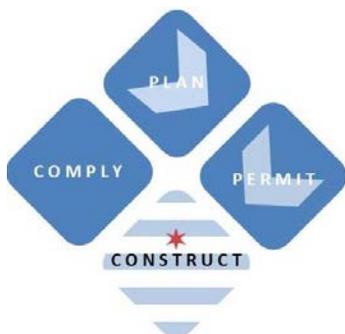
between markings as shown in [Appendix A and B](#). Continental crosswalks shall be a minimum of 6 feet wide.

- Transverse crosswalks – Shall consist of two 6-inch white parallel lines as shown in [Appendix A and B](#). This style of crosswalk is only to be used to refresh an existing transverse crosswalk at a residential intersection (see Residential Street Intersections Section below for exceptions).
- Ladder crosswalks – Shall only be used when there are existing transverse line markings but continental-style markings are required (Allows for crosswalk to be upgraded to the higher-visibility continental-style without the time or expense of grinding out the transverse lines). For ladder crosswalks, the continental bar pattern should be installed within the existing transverse lines but the transverse lines should not be refreshed as shown in [Appendix A](#).
- Decorative crosswalks – Decorative crosswalks must be restored to match the existing technology, which may include: integrally colored asphalt, Thermoplastic, or epoxy/aggregate, or unit pavers. All technologies, excluding unit pavers, may be patched in the case of a utility cut, with the existing technology of the decorative crosswalk and in accordance with a Certified Installer's and Manufacturer's recommendations. If more than a lane-width is impacted, the entire decorative crosswalk leg must be replaced with the same or better technology at the discretion of CDOT PROD during EFP for the following timeframes:
  - If the decorative crosswalk is 5 years old and less, replace decorative crosswalk in-kind.
  - If the decorative crosswalk is between 6-10 years old, replace in kind or current equivalent decorative materials standard if in good condition, or replace with standard crosswalk (e.g. continental), all conditions as determined by CDOT PROD

***c. Crosswalk Locations***

In these Regulations, roadways are classified as arterial, collector, and residential streets as defined in Section 4.2.2a. The following guidelines below designate where the appropriate markings types should be used:

- Arterial and Collector Intersections
  - All existing marked crosswalks at any intersection along an arterial or collector street, whether it intersects with an arterial, collector or residential street, shall be restriped with continental style markings.
  - New crosswalk markings shall not be placed across arterial streets without an engineering study.



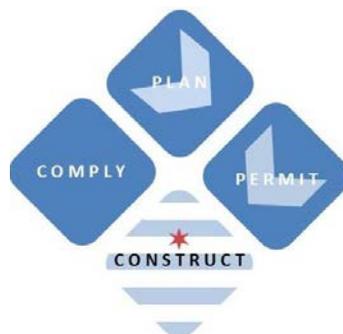
- Residential Street Intersections
  - Continental style crosswalk markings shall be installed at locations where residential streets intersect arterial or collector streets.
  - Where residential streets intersect other residential streets, continental markings shall be installed when the intersection is adjacent to a school, park, or hospital.
  - If there are existing transverse (parallel line) crosswalks present, then transverse crosswalk markings shall be reinstated.
  - If no existing crosswalk markings are present, then crosswalk markings shall not be installed, even if new ADA ramps are installed where no ramps or marked crosswalks were previously present, unless otherwise approved by CDOT PROD.
- Mid-block Crosswalks
  - All established mid-block crosswalks shall be placed with continental style markings.
  - New mid-block crosswalk markings shall not be placed without written approval from CDOT PROD.

***d. Bike Lanes and Special Pavement Marking Treatments***

- All bike lanes, special pavement marking treatments, lane line markings, and delineators removed during construction must be replaced in-kind by the Permittee according to **Section 4.2.9a**. Please contact a CDOT Bicycle Program representative (at [cdotbikes@cityofchicago.org](mailto:cdotbikes@cityofchicago.org)) for any specific questions related to the limits and installation of such facilities.



**Appendix A** provides additional guidelines, plans, details and locations of these facilities.



**4.2.10 Infrastructure in the Public Way**

Installation of street furniture shall adhere to **Code, Section 10-28-045**. Special Service Areas also have assets on city streets, including, but not limited to, planters, bike racks, benches, informational kiosks, etc., which are all required to be restored/reinstalled/replaced if affected by construction. The Permittee shall notify the SSAs and/or building property manager(s) about potential impacts and/or removal of their infrastructure. These infrastructure impacts should be noted, if planned work, during the EFP process. If the work is not planned, impacts to the infrastructure should be noted in the permit application. The remediation of the infrastructure impacts must be provided to the CDOT DOIM in writing with SSA and/or property manager approval prior to permit issuance authorized.

***a. Bicycle Racks***

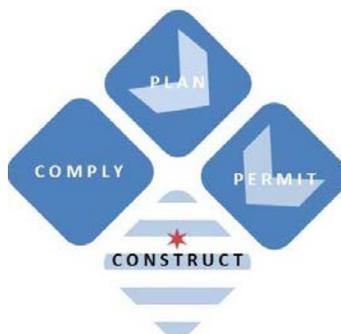
When construction activity and/or the temporary traffic work zone impacts a City-owned bicycle rack, the Permittee must contact the City Bicycle Parking Program Manager at 312-744-4600 at least 48 hours in advance of removing any bicycle rack. The activity is only permissible when defined on the permit. Removal, replacement, and/or relocation of bicycle racks will be performed by City forces or the contractor if the contractor provides more than 48 hours advanced notice to the City Bicycle Parking Program Manager so that the owners of any bikes locked to racks can be notified. For additional information on the entire procedure for rack removal please contact the City Bicycle Parking Program Manager at 312-744-4600 for further instructions.

***b. Bus Shelters***

Removal, replacement, and/or relocation of JCDecaux Bus Shelters due to construction activity must be coordinated with the CDOT DOIM, requested on the permit application, and included as a permitted activity on the issued permit. Removal, replacement, and/or relocation of bus shelters will be performed by City forces only.

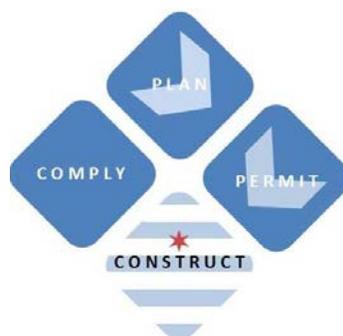
***c. Parking Meter and Pay Boxes***

Removal, replacement, and/or relocation of LAZ Parking Meter and Pay Boxes due to construction activity must be coordinated with the City, requested on the permit application, and included as a permitted activity on the issued permit. Removal, replacement, and/or relocation of parking meter and pay boxes will be performed by City forces only. The Permittee is responsible for lost revenue due to out of service meter boxes.



*d. City of Chicago Signs*

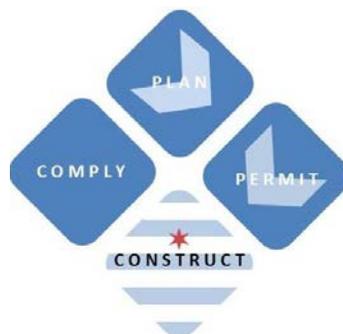
Removal, replacement, and/or relocation of City street signs due to construction activity must be coordinated with the CDOT DOIM, requested on the permit application, and included as a permitted activity on the issued permit. Removal, replacement, and/or relocation of City signs will be performed by CDOT DOIM forces only.



*e. Make Way for People*

The Make Way for People initiative supports innovation in the Public Way by opening Chicago’s streets, parking spots, plazas and alleys to new programming and market opportunities via public and private partnerships. In addition to improving street safety and promoting walkable communities, this initiative supports economic development for Chicago’s local businesses and Chicago’s neighborhoods. Refer to the link below for the related Application, Schedule, and Design Guidelines.

[http://www.cityofchicago.org/city/en/depts/cdot/supp\\_info/make\\_way\\_for\\_people.html](http://www.cityofchicago.org/city/en/depts/cdot/supp_info/make_way_for_people.html)



### 4.3 New Street Construction, Reconstruction and Pavement Widening

All new street construction and/or reconstruction of any street shall be in accordance to this section per the current City ordinance, standards, supplements and/or any addendum to this document. The street classifications used for establishing the pavement section shall be according to Section 4.2.2a, unless deemed otherwise by the Commissioner.

#### 4.3.1 Pavement Type, Size and Depth

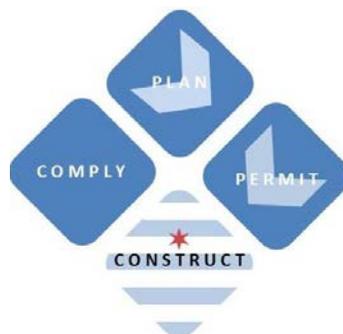
The typical pavement section should be according to the following:

**Table 4.3.1-1 Asphalt and Concrete Pavement Specifications**

Street Classification	Agg Sub-base, Type B	P.C. Concrete Base Course	HMA Binder (Inches)	HMA Surface (Inches)	Total Pavement Thickness
	(Inches)	(Inches)	(Mix Design)	(Mix Design)	
	Note 1	Note 2	Note 3	Note 3	
<b>Composite Pavement</b>					
Residential	6	7 3,500 psi, Type PV	1.5 (Mix D, N 50)	1.5 (Mix D, N 50)	16
Primary Arterial	6	10 3,500 psi, Type PV	0.75 (Polymerized, IL-4.75, N 50)	1.75 (Polymerized Mix E, N 70)	18.5
Secondary Arterial and Collector	6	9 3,500 psi, Type PV	0.75 (Polymerized, IL-4.75, N 50)	1.5 (Mix D, N 70)	17.25
<b>Concrete Pavement</b>					
Residential	6	8 3,500 psi, Type PV			14
Primary Arterial	6	12 3,500 psi, Type PV			18
Secondary Arterial and Collector	6	10 3,500 psi, Type PV			16

**Notes:**

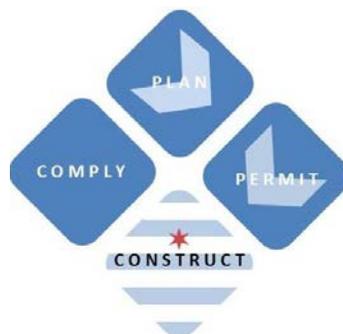
1. Aggregate Sub-Base, Type B: Construction in accordance with SSRBC Section 311 & Art. 420.04; Material in accordance with Section 1003 and 1004.
2. Portland Cement Concrete Base Course: Construction in accordance with SSRBC Section 353 & 354; Material in accordance with Section 1020.
3. Bituminous Surface Treatment: Construction in accordance with SSRBC Section 403; Material in accordance with Section 1004 & 1032.





Where existing P.C.C. pavement exceeds the thickness listed in Table 4.3-1, the thickness of concrete used for restoration must match the existing conditions. The final surface of the finished concrete shall be performed according to [IDOT SSRBC Article 420.09\(e\)](#).

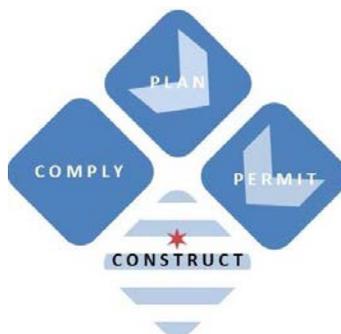
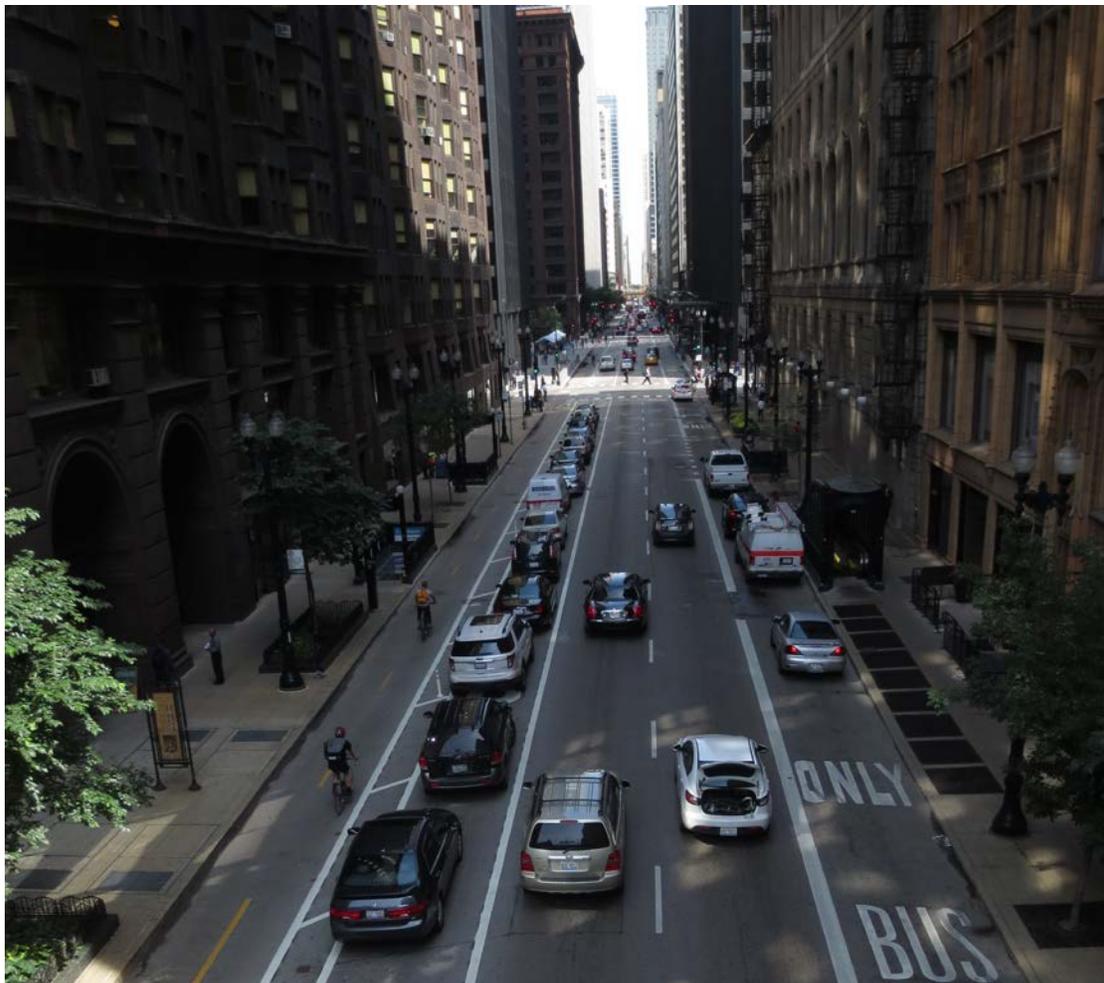
Restoration limits for pavements with concrete surfaces require that transverse trenches cut into the pavement must extend to the nearest longitudinal joint. Longitudinal trenches cut into the pavement must extend to the nearest transverse joint. If any portion of the cut straddles a paving joint, then restoration must extend to the nearest joint, except where CDOT allows the Permittee to perform otherwise. Transverse contraction joints shall be formed on 20-foot centers on all longitudinal cuts that exceed 20 feet in length. They will be placed in line with existing joints whenever possible.



**4.3.2 Complete Streets Policy for New Construction**

Chicago’s Complete Street Policy states, “The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable—children, elderly, and persons with disabilities—can travel safely within the public right-of-way.”

All new construction projects are to comply with the Complete Street Guidelines, unless otherwise approved by the Commissioner. The design standards and guidelines can be found at: <http://chicagocompletestreets.org/>.



**4.3.3 Reference to the Department of Water Management’s 2014 Regulations for Sewer Construction and Stormwater Management (or latest edition):**

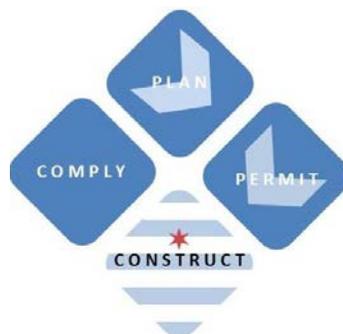
[http://www.cityofchicago.org/city/en/depts/water/provdrs/engineer/svcs/2009\\_sewer\\_constructio\\_nandstormwatermanagementrequirements.html](http://www.cityofchicago.org/city/en/depts/water/provdrs/engineer/svcs/2009_sewer_constructio_nandstormwatermanagementrequirements.html)

**4.4 Work Zone Traffic Control and Detour Plan**

Prior to any work or activities within the Public Way, the Permittee must submit a Traffic Control Plan (TCP) and if necessary, a Detour Plan to CDOT DOIM for review and approval. It is the responsibility of the Permittee to fund OEMC Traffic Control Aides if the City deems it necessary due to heavy congestion situations. CDOT DOIM and OEMC require 30 days advance notice.

The TCP and Detour Plan shall provide safe and convenient accommodations for all roadway users that will minimize delay and added travel distance on the traveling public, including, but not limited to, pedestrians, transit users, bicyclists, motorists and workers. Traffic Control and Detour Plan drawings shall meet the standards defined in these Regulations, the **IDOT Highway Standards, MUTCD, and** the American with Disabilities Act (ADA), whichever is more stringent. The key for effective traffic control is consistency. By following these guidelines and standards throughout the City, all roadway users will recognize the significance and meaning of traffic control devices and react accordingly, no matter what jurisdiction the work zone is within. The following engineering elements should serve as a guide for preparing and submitting a TCP and Detour Plan:

- **Design Considerations**— Section 4.4.1 provides guidance on how the TCP shall be designed in a manner that takes into consideration the following: mobility of pedestrians and bicyclists, public transportation, operations and safety of the worksite, construction design elements, and impact of the work zone on local businesses. Sight clearance of all traffic and pedestrian signals, and regulatory signs must be maintained at all times.
- **Geometrics and Capacity**— The TCP shall provide adequate facilities for all roadway users to safely progress through the construction area, day or night, and under varying weather conditions. The design shall avoid frequent and abrupt changes in roadway geometrics, by complying with MUTCD standards for lane drops, taper lengths, and other geometric changes. The TCP shall provide the necessary roadway capacity to maintain acceptable Levels of Service for all transportation modes and access for all roadway users. This may



require evaluating the work zone design speed limit, eliminating on-street parking, limiting lane closures to hours when the capacity can be maintained, eliminating turning movements, reducing lane widths, or expanding public transportation.

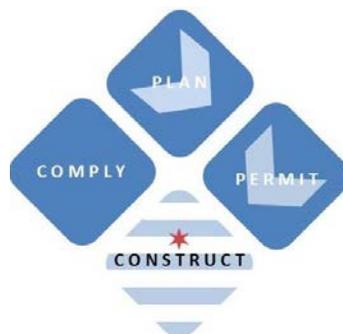
- **Traffic Control Devices and Roadside Safety**—Roadside safety should protect motorists, pedestrians, and bicyclists; and workers’ safety is a high priority element that needs to be evaluated. Traffic control devices not included in the **IDOT Highway Standards** are to be included in the TCP to safely direct all roadway users through or around the work zone. Coordinate the selection and location of these special traffic control devices with the CDOT DOIM.

**4.4.1 Design Considerations**

*a. Pedestrians and Bicyclists*

The TCP and Detour Plan shall provide safe and convenient accommodations for people walking and riding a bike through the work zone. Whenever possible, work should not disrupt the accessibility and mobility of existing pedestrian and bicycle facilities. However, when such disruption is necessary, CDOT DOIM requires pedestrian and bicycle Traffic Control Plans and if necessary, Detour Plans. Pedestrians and bicyclists should not be led or directed into conflict with vehicles, equipment, or operations around the work site. Further, the alternate paths or routes shall be detectable and will include accessibility features (i.e., ramps) consistent with the features present in the existing facility. Consider the following guidelines when addressing pedestrian and bicycle accommodations through work zones:

- Separation— Meet minimum clear zone and width requirements for pedestrians and bicyclists meeting AASHTO, MUTCD, and ADA Guidelines.
- Construction— Plan the work zone so the disruption of pedestrian and bicycle facilities will occur in the shortest amount of time, during non-peak times and with the least amount of impact to pedestrians, bicyclists and public transit. Channelization devices, work zone signage and contractor equipment are not allowed in active bike lanes or sidewalks, unless otherwise approved by CDOT DOIM. Existing and temporary pedestrian and bicycle facilities shall be kept free of construction debris and obstructions. The work zone and detour route must be signed properly according to MUTCD, IDOT and CDOT standards.
- Temporary Pedestrian Walkway—When work impacts the sidewalk, temporary pedestrian walkways shall be required, unless otherwise approved by CDOT DOIM. Temporary walkways shall meet ADA guidelines. The width of the temporary walkway and ramp shall



be a minimum continuous clear width of 4 feet and wider walkways (6 feet in effective width) are required where there are high pedestrian volumes and in the CBD.

- **Pedestrian Detours**—Sidewalk detours will only be considered when temporary accommodations are not feasible. Sidewalk closures and pedestrian detours shall be avoided on commercial, arterial, and streets with CTA services, unless otherwise approved by CDOT DOIM. When closing a sidewalk, advanced signage must be posted at the nearest intersection and all proposed detours must meet ADA guidelines.
- **Scaffolding**—Scaffolding or equipment shall not block accessible electronic door opening panels or pedestrian signal heads and meet ADA guidelines.
- **Temporary Bikeway Accommodations and Detour Plans**—Temporary bikeway accommodations shall be provided when an existing facility is impacted, unless otherwise approved by CDOT DOIM (i.e., tapering existing bikeways around construction zones and bikeway signage). When temporary bikeway accommodations are not feasible, a bicycle detour plan shall be provided for approval by CDOT DOIM.

***b. Public Transportation***

The TCP and detour plan must accommodate safe walking paths for pedestrians and bicyclists to all transit facilities. Whenever possible, work should be done in a manner that does not disrupt existing bus routes. If disruptions are required due to the planned TCP or detour, the Permittee must coordinate with CTA, CDOT DOIM and OEMC.

***c. Worksite Operations and Safety***

Evaluate the construction sequence of the proposed TCP to identify any safety, operational, or logistical problems and to facilitate the timely completion of the project. Special attention must be focused on provisions for the Contractor to access the work site, deliver and store materials, as well as worker parking. Manhole and fire hydrant access must be maintained at all times.

Temporary driveway construction allows the Permittee to access the job site and ensure materials and equipment are deliverable to the job site without damage to the public way. A logistics plan of site access detailing the route into and out of the site is required as part of the permit application and/or TCP submittal.



***d. Construction Design Elements***

Several construction options are available that may reduce or modify construction time. These options allow flexibility in planning the work to allow the TCP increase work zone safety and mobility goals. Consider the following per [IDOT’s BDE Manual Chapter 55-20.01](#):

- The use of special materials (e.g., quick-curing concrete that can support vehicular loads within hours after placement)
- Special scheduling requirements that will reduce traffic disruptions (e.g., working at night and during off-peak hours)
- Project phasing that will allow traffic to use the facility prior to project completion
- Contractor cost incentives/disincentives for early/late completion of construction with facilities with high ADT

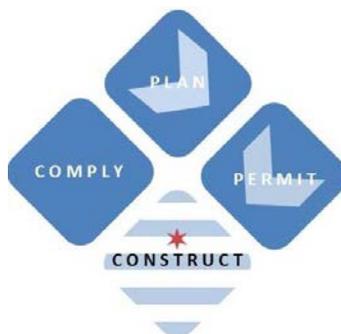
***e. Economic and Business Impacts***

The TCP and Detour Plan shall ensure that it does not restrict access to businesses during peak periods without approval from CDOT DOIM. Consider the specific access needs for businesses affected by the construction activity. It is the responsibility of the Permittee to provide notification of the construction, which includes, but is not limited to, letters to the affected business and/or property owners. See [Section 4.1.15](#) for construction signage requirements.

**4.4.2 Geometrics and Capacity**

The following elements should be used for guidance when developing a detour plan and when establishing geometrics and capacity for the TCP:

- a. *Speed Limit***—The work zone design speed should reflect the following: the existing posted speed limit of the facility before construction begins, the proposed posted speed limit through the work zone, and the existing posted speed limit of the facility immediately prior to and after the work zone. **Reduction of the speed limit should be avoided as much as possible and should never be less than 10 mph below the posted speed limits or below 20 mph, unless otherwise approved by CDOT DOIM.**
- b. *Lane Width***—In general, avoid reductions in the roadway cross section width through the construction and work zones. The minimum lane width in a work zone is 10 feet on residential and 12 feet for all other streets, unless otherwise approved by CDOT DOIM.

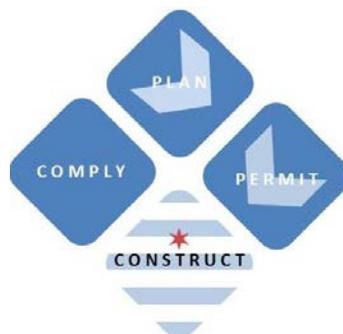


### 4.4.3 Traffic Control Zone Components

Traffic Control Zone is defined as the distance between the first advance warning sign and the point at which traffic transitions back to the original traffic pattern. **Appendix A shows a graphical illustration of the Traffic Control Zone.** Traffic control zones as detailed below may remain in fixed locations or may shift as staged construction sequence requires. The Traffic Control Zone contains five components which are listed below:

#### *a. Advance Warning Area*

An advance warning area is necessary for all traffic control zones before reaching the work area so drivers have enough time to alter their driving patterns. The advance warning area may vary from a single sign, a series of signs, or a high intensity rotating, flashing, oscillating or strobe light on a vehicle starting in advance of the work zone area. Signs that are posted in advance of the transition area shall indicate the maneuver that may be required (e.g., a lane merge). Refer to the **MUTCD** for signage required in the advance warning area. Spacing of the signage in the advance warning area is variable and determined by the speed limit. Refer to the table below for advance warning area sign spacing, unless otherwise approved by CDOT DOIM:



**Advance Warning Area Sign Spacing**

Posted Speed Limit (mph)	Distance between Signs*		
	A	B	C
≤30	100 feet	100 feet	100 feet
35-45	200 feet	200 feet	200 feet
>45	350 feet	350 feet	350 feet

\* The column headings A, B, and C are the dimensions shown in Appendix A. The “A” dimension is the distance from the transition or point of restriction to the first sign. The “B” dimension is the distance between the first and second signs. The “C” dimension is the distance between the second and third signs. (The “first sign” is the sign in a three-sign series that is closest to the Traffic Control zone. The “third sign” is the sign that is furthest upstream from the Traffic Control zone).

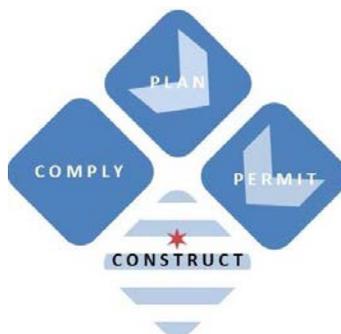
***b. Transition Area***

When work is performed within one or more traveled lanes, lane closure(s) are required. In the transition area, traffic is channeled from the existing lanes to the path required to move traffic around the work area. The transition area shall be obvious to drivers. The correct path shall be clearly marked with channeling devices such as cones, drums or barricades.

The length of taper used to close a lane is determined by the speed of traffic and the width of the lane to be closed (the lateral distance that traffic is shifted). The transition taper table below was derived from the **MUTCD Table 6C-4** ( $L = W \times S^2 \div 60$ ) and shall be used alongside **MUTCD Table 6C-3** as a guide when developing the temporary traffic control zone. If any updates are provided to the **MUTCD** to these figures, the most stringent guideline must be followed.

**MUTCD Table 6C.3 Taper Length Criteria for Temporary Traffic Control Zones**

Type of Taper	Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic Taper	50 feet minimum, 100 feet maximum
Downstream Taper	50 feet minimum, 100 feet maximum



### Calculated Transition Taper

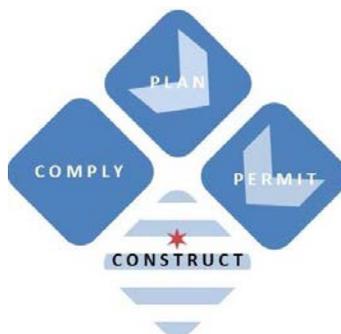
Speed Limit (S) mph	Taper Length			Number of Channeling Devices for Taper	Spacing of Devices Along Taper in Feet
	Lane Width (W) in Feet				
	10	11	12		
20	70	75	80	5	20
25	105	115	125	6	25
30	150	165	180	7	30
35	205	225	245	8	35
40	270	295	320	9	40
45	450	495	540	13	45

The activity area is the section of the traffic control zone where the work activity takes place and is composed of the buffer space and the work space.

***c. Buffer Space***

The buffer space is part of the activity area that is typically an unoccupied longitudinal space between the transition and work area. The activity area may contain one or more lateral or longitudinal buffer spaces. In a moving operation, the buffer space is the space between the shadow vehicle, if one is used, and the work vehicle.

The table below shall be used as a guide when developing the longitudinal buffer spaces for the TCP, if any updates are provided to the MUTCD to these figures, the most stringent guideline shall be followed:



### Stopping Sight Distance as a Function of Speed

Speed	Distance
20	115
25	155
30	200
35	250
40	305
45	360

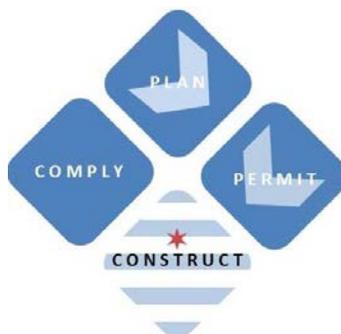
The lateral buffer space provides a margin of safety for both traffic and workers. If a driver does not see the advance warning or fails to negotiate the transition, a buffer space provides room to stop or maneuver before the work area. It is important that the buffer space be free of equipment, workers, materials and workers’ vehicles. The width of the lateral buffer space shall be determined by the designer, **but shall never be less than 2 feet, including the channelizing device.**

#### *d. Work Space*

The work space is part of the activity area that is under construction. This area is set aside for workers, equipment and construction materials. Work spaces are usually delineated for road users by channelizing devices or, to exclude vehicles and pedestrians, by temporary barriers.

#### *e. Termination Area*

The termination area is composed of the buffer space area (longitudinal) and the downstream taper (optional). The termination area provides a short distance for traffic to clear the traffic control zone and return to the normal traffic lanes. Gaps in the traffic control are prohibited because the gap may falsely indicate to drivers that they have passed the work area. The termination area extends from the downstream end of the work area to the last traffic control device such as END ROAD WORK signs.



***f. Detour Plan Components***

The detour plan should temporarily reroute road users onto an existing route that does not already include existing construction, a traffic moratorium or planned event in order to avoid the planned traffic control work zone.

Detours shall be clearly signed over their entire limits so that road users can easily use the detour to navigate from the existing facility (roadway, sidewalk or bike lane) to return back to the original facility.

**4.4.4 Traffic Control Devices and Roadside Safety**

The designer and/or Permittee must devote special attention to reducing the Public Way users’ (bicyclists, pedestrians and motorists) exposure to potential hazards. The proper use of traffic control devices has been proven to significantly reduce crashes in work zones.

The traffic control devices shall be defined as all signs, signals, markings and other devices used to regulate, warn or guide road users, placed on, over or adjacent to a street and private roads open to public travel, pedestrian facility or bikeway. All traffic control devices used shall comply with the applicable provisions of these Regulations and the MUTCD, whichever is more stringent. The following criterion applies to the roadside elements and safety requirements within the work zone:

***a. General Guidelines for Traffic Control Devices***

FHWA policy requires that all roadside appurtenances such as traffic barriers, barrier terminals and crash cushions, bridge railings, sign and light pole supports, and work zone hardware used on the National Highway System meet the crashworthy and performance criteria contained in the National Cooperative Highway Research Program (NCHRP) Report 350, “Recommended Procedures for the Safety Performance Evaluation of Highway Features.” The FHWA website at [http://safety.fhwa.dot.gov/roadway\\_dept/policy\\_guide/road\\_hardware/](http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/) identifies all such hardware and includes copies of FHWA acceptance letters for each of them. In the case of proprietary items, links are provided to manufacturers’ websites as a source of detailed information on specific devices “Crashworthiness” and testing information on devices in AASHTO’s “Roadside Design Guide.”



***b. Work Zone Signage***

The traffic control zone signs convey both general and specific messages by means of words, symbols and/or arrows. They have the same three categories as all road user signs: regulatory, warning, and guide. The color, position and placement of these signs shall adhere to **MUTCD Section 6F**.

If a traffic control zone requires regulatory measures different from those existing, the existing permanent regulatory devices shall be covered and superseded by the appropriate temporary regulatory signs, upon written approval from CDOT DOIM.

**All signs used at night shall be either retroreflective with a material that has a smooth, sealed outer surface or illuminated to show the same shape and similar color both day and night. Signs mounted on barricades and barricade/sign combinations will be crashworthy.**

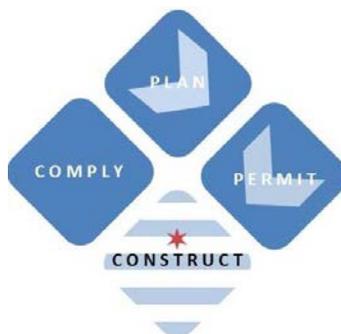
The minimum height, measured vertically from the bottom of the sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way, of signs installed at the side of the road in business, commercial or residential areas where parking or pedestrian movements are likely to occur, or where the view of the sign might be obstructed, shall be 7 feet. The minimum height, measured vertically from the bottom of the sign to the sidewalk, of signs installed above sidewalks shall be 7 feet.

**Signs should be properly maintained for cleanliness, visibility and correct positioning. Signs that have lost significant legibility should be promptly replaced.**

***c. Work Zone Channelization Devices***

The **MUTCD**, **Highway Standards**, **IDOT SSRBC**, and these Regulations provide the criteria for the selection, application and placement of the channelization device. The function of channelizing devices is to warn road users of conditions created by work activities in or near the roadway and to guide road users.

Avoid mixing channelizing devices during different construction operations. The following should act as a guide of how channelization devices are typically used on a project-by-project basis in construction zones:



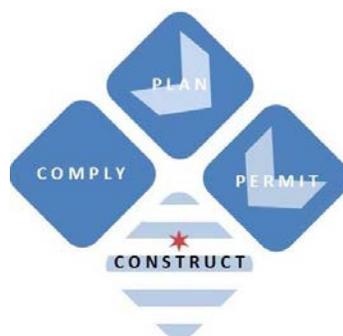
- **Barricades**
  - Type 1 and Type 2 Barricades may be used for channelization or to delineate a specific condition.
  - Type 3 Barricades are used for lane and road closures.
  - Directional barricades may only be used in merging and shifting tapers.
- **Drums**—Drums may be used in a linear series to channelize traffic.
- **Cones**—Cones may be used during daylight hours for work use permit operations that are less than 2 hours.
- **Tubular Markers/Vertical Panels**—Tubular markers/vertical panels are less visible than other devices, so they can only be used where space restrictions do not allow for the use of more visible devices. These devices are to be used to channelize traffic, to divide opposing lanes of traffic at posted speeds less than 40 mph, or in lieu of drums where space is limited and speeds are less than 40 mph.
- **Temporary Traffic Barriers**
  - Temporary traffic barriers (TTB) should be used where positive protection is required to prohibit traffic from entering work areas, to protect workers and pedestrians, and to protect motorists from hazards in the clear zone. TTB may consist of a temporary concrete barrier (TCB), or portable, movable barrier systems. Positive protection is required where stationary operations are conducted under traffic in an area that offers no means of escape from motorized traffic.
  - When assessing the need for positive protection a few factors to consider are: the duration of the construction activity, the traffic volume, length of the hazard, proximity between traffic and workers and equipment, lane closure and transitions, and the work zone design speed (Refer to the [MUTCD](#), [Highway Standards](#), manufacturers’ requirements, and [NCHRP Report 350](#) for additional requirements) under the following conditions:
    - Exposed ends of TCB
    - Untreated ends in two-way, two-lane operations
    - Bridge piers, rail or parapet ends
    - Structure foundations
    - Excavations
    - Gap in median between dual bridges
    - Excessive pavement edge and shoulder drop-offs ([See Section H](#))



- Supporting work zone devices, delineators, and/or pavement markings shall be used in conjunction with the TTB. The following items should be evaluated when using TTB according to the IDOT BDE Manual Section 55-4.02:
  - o **Flare Rates**—TTB located along a tapered alignment should be flared at:

Work Zone Design Speed	Flare Rate
≥45 mph and above	12:1
< 45 mph	8:1

- If field conditions are such that these flare rates cannot be used, then a flare rate between 4:1 and 8:1 shall be considered. The length of the taper will be determined based on the length of need requirements (Refer to [IDOT BDE Manual Section 55-4.03](#)). The approaching end of the TCB along the tapered alignment should desirably extend to a point beyond the construction clear zone. Under restrictive conditions, however, the Permittee may reduce this offset to the outside edge of the shoulder with an applicable end treatment.
- o **End Treatment**—Shield the approach end of TTB with an approved end treatment meeting the requirements of NCHRP Report 350, regardless of placement within or outside of the clear zone. Place all end treatments on level ground 1:10 or flatter.
  - o **Test Level**—The application of TTB must match the test level of the product. Consult the [AASHTO Roadside Design Guide](#), [NCHRP Report 350](#), and the [Bureau of Safety Engineering](#) for further guidance
  - o **Offset and Deflection**—A minimum offset of two feet from the traveled lane is required. Check the expected deflection of the temporary traffic barrier against the proposed use. The deflection should not allow the barrier to fall from a drop-off or bridge deck, or intrude into oncoming traffic.
  - o **Delineators**—Delineators provide retro-reflection from headlights and are supplemental devices commonly used to indicate the roadway alignment and the intended path through the construction zone.



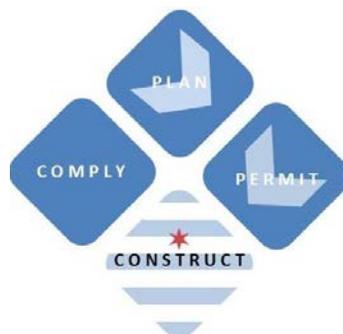
***d. Work Zone Pavement Markings***

Pavement markings are installed or existing markings are maintained or enhanced in traffic control zones to provide a clearly defined path for travel through the traffic control zone in day, night, and twilight periods, and under all weather conditions. The placement and removal of the pavement markings should be done in a way that minimizes the disruption to traffic flow approaching and through the traffic control zone placement and removal process. **Pavement markings must match the alignment of the markings in place at both ends of the traffic control zone. Pavement markings must be placed along the entire length of any paved detour or traffic control zone prior to the detour or roadway being opened to road users. DOIM will determine if the existing pavement markings are to remain in place. Pavement markings in the temporary traveled way that are no longer applicable shall be removed, obliterated, and/or re-established as soon as the traffic control zone is permitted in accordance to MUTCD Section 6F, unless otherwise directed by a DOIM representative.** Pavement marking obliteration shall remove the non-applicable pavement marking material, and minimize pavement scarring. Painting over existing pavement markings with black paint or spraying with asphalt will not be accepted as a substitute for removal or obliteration. Removable, non-reflective, preformed tape that is approximately the same color as the pavement surface may be used where markings need to be covered temporarily. Pavement markings specifications for materials, installation and removal shall comply with **IDOT SSRBC Section 703**.

**Temporary pavement marking tape must be installed prior to allowing traffic through the traffic control zone and must be maintained throughout duration of construction as labeled in the TCP.** Unless justified, temporary pavement markings **shall not remain in place for more than 14 days** after the application of the pavement surface treatment or the construction of the final pavement surface on new roadways or over existing pavements. The temporary use of edge lines, channelizing lines, lane-reduction transitions, gore markings, and other longitudinal markings, and the various non-longitudinal markings (such as stop lines, railroad crossings, crosswalks, words, symbols, or arrows) shall be in accordance with **IDOT SSRBC Section 703** and **Appendix A**.

***e. Traffic Signal Modifications***

The Permittee must determine the impacts a construction activity has on existing signal operations and attempt to maximize the level-of-service. For example, consider changing the signal to compensate for the following: traffic volume, mix or patterns, changes in lane designation, or intersection approach geometrics. Also consider relocating poles or adjusting



signal heads to maintain compliance with the IL MUTCD and CDOT ENG requirements. A written request must be made to CDOT ENG, OEMC and CDOT DOIM for consideration of traffic signal modifications.

***f. Flaggers in Traffic Control Zone***

Flaggers may be employed for additional guidance needed for the safe direction of traffic within the Traffic Control Zone. Recommendations for flaggers must be used in accordance with **MUTCD Section 6C and 6E**.

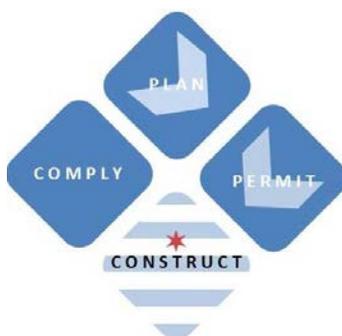
Flaggers must be certified and have in his/her possession a current driver’s license or State ID and a current flagger certification ID. Flaggers will be equipped with a vest that meets the requirements of **Article 701.13 in the IDOT SSRBC**. During construction, the Permittee shall provide personnel at all openings and be responsible for the safe operation of all the equipment and protection of all workmen. The personnel in charge of the operations must have had all the necessary training and must also be knowledgeable about the latest rules, guidelines and regulations of the local, state and federal agencies.

***g. Nighttime Work Zone Operations***

Night construction presents additional challenges to the contractor/the Permittee and the traveling public. The Permittee needs adequate lighting to perform the work in a safe and efficient manner, and the motoring public requires additional guidance to safely navigate the night work zone. If additional lighting is needed, the Permittee will ensure the lighting design does not impair motorist visibility and meets RP-8 glare and light trespass requirements. This should be done to help provide for the overall on-site safety of the workers and by making them more visible to motorists where construction is adjacent to traffic. Nighttime lighting also benefits the quality of the construction work.

The work zone traffic control for nighttime operations shall require barricades and signs with lights according to **Article 701.16 of the IDOT SSRBC**. Lights on traffic control devices shall remain lit from ½ hour before sundown to ½ hour after sunrise.

Nighttime work zone lighting for construction and flagger requirements must conform to **Section 702 of the IDOT SSRBC**.



***h. Drop-Off Exposure***

A drop-off is defined as an elevation difference between lanes or the edge of the traveled lane and shoulder as traversed by the wheel of a motor vehicle or bicyclist. Changes in elevation along roadways present risk for the traveling public, especially vulnerable users (e.g., motorcyclists and bicyclists). Risk can be limited by reducing speed, increasing lateral distance to the drop-off, providing a transition or installing a barrier.

Figures 4.4.3A and 4.4.3B provide policy for designers in preparing project plans. Two conditions apply to the figures: for local roads less than or equal to 400 ADT, barricades may be substituted for TTB, when approved; and spot locations for two-lane, two-way roadways with continuous flagging may omit barrier for up to 96 hours.



Figure 4.4.3A

Drop-off Location	Normal Posted Speed	Drop-off Height (x) and Type	Physical Treatment <sup>(1)(2)</sup>	Additional Requirements
Between Lanes	≥ 45 mph	≤ 1 in lift difference or ≤ 1 in vertical milled face	None	None
		1 in < x ≤ 2 in lift difference or 1 in < x ≤ 1.5 in vertical milled face	None	Uneven lane signs (2 mile spacing on Interstate & Expressway) (1 mile spacing on rural highway) (Spacing as per the TCP on urban sections)
		2 in < x ≤ 4 in lift difference	Notched longitudinal wedge <sup>(4)</sup>	
		1.5 in < x ≤ 4 in vertical milled face	Temporary wedge or milled sloped edge min 1:3 <sup>(4)</sup>	As per lane closure standard
		4 in < x ≤ 12 in <sup>(3)</sup>	Lane closure using channelizing devices	
		> 12 in	Lane closure using temporary traffic barrier	
Between Lanes	< 45 mph	≤ 1 in lift difference or ≤ 1.5 in vertical milled face	None	None
		1 in < x ≤ 2.5 in lift difference	None	Uneven lane signs
		2.5 in < x ≤ 4 in lift difference	Notched longitudinal wedge <sup>(4)</sup>	
		1.5 in < x ≤ 4 in vertical milled face	Temporary or milled sloped edge min of 1:3 <sup>(4)</sup>	As per lane closure standard
		4 in < x ≤ 12 in <sup>(3)</sup>	Lane closure using channelizing devices	
		> 12 in	Lane closure using temporary traffic barrier	

Notes:

- (1) Place channelizing devices and/or temporary barrier at the same level as the traveling lane.
- (2) Channelizing devices may be placed at the drop-off elevation to preserve lane width. Raise the reflective area and warning light (if required) to the required elevation above the traveling lane as per **Highway Standard 701901**.
- (3) Drop-off 4 in < x ≤ 12 in is permitted for less than 0.5 mile length of drop-off exposure in work zone or less than 48-hour closure time. Length and duration of drop-off in excess of limits require temporary traffic barrier. Adjacent work spaces that are essentially continuous in drop-off exposure should be considered as one work zone.
- (4) Or the same physical treatment and sign requirements as 4 in < x ≤ 12 in.

**CONDITION 1 — DROP-OFF BETWEEN TRAVELED LANES  
(Excludes Pavement Patching) (US Customary)**

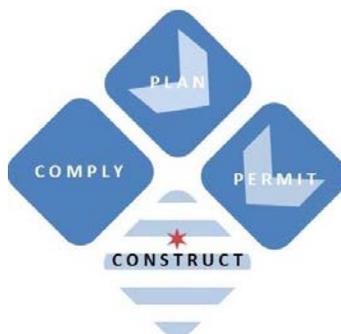


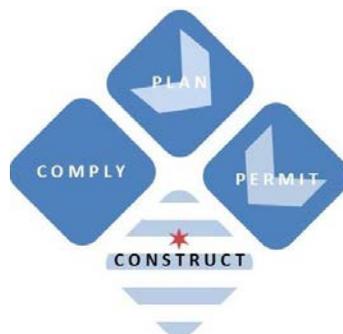
Figure 4.4.3B

Drop-off Location	Normal Posted Speed	Drop-off Height (x) and Type	Treatment Required
≤ 3 ft <sup>(1)(2)</sup>	all	≤ 1 in	None
		1 in < x ≤ 3 in	Low Shoulder signs (2 mile spacing)
	< 45 mph	3 in < x ≤ 18 in	Place channelizing devices at 50-ft spacing
	≥ 45 mph	3 in < x ≤ 12 in	Place channelizing devices at 100-ft spacing
	< 45 mph	18 in < x ≤ 24 in for < 0.5 mile or < 48 hours <sup>(4)</sup>	Place channelizing devices at 50-ft spacing
	≥ 45 mph	12 in < x ≤ 18 in for < 0.5 mile or < 48 hours	Place channelizing devices at 100-ft spacing
	≥ 45 mph	12 in < x ≤ 24 in for > 0.5 mile or > 48 hours	Closure using temporary traffic barrier
	< 45 mph	18 in < x ≤ 24 in <sup>(5)</sup>	Closure using temporary traffic barrier
	≥ 45 mph	18 in < x ≤ 24 in for < 0.5 mile or < 48 hours <sup>(5)</sup>	Closure using temporary traffic barrier
3 ft < x ≤ 8 ft <sup>(3)</sup>	all	≤ 1 in	none
		1 in < x ≤ 3 in	Low Shoulder signs (2-mile spacing)
	< 45 mph	3 in < x ≤ 24 in <sup>(4)</sup>	Place channelizing devices at 50-ft spacing
	≥ 45 mph	3 in < x ≤ 24 in	Place channelizing devices at 100-ft spacing
	all	24 in <sup>(5)</sup>	Closure using temporary traffic barrier
> 8 ft to the work zone clear zone <sup>(3)</sup>	< 45 mph	12 in < x ≤ 24 in <sup>(4)</sup>	Place channelizing devices at 50-ft spacing
	≥ 45 mph	12 in < x ≤ 24 in	Place channelizing devices at 100-ft spacing
	all	> 24 in <sup>(5)</sup>	Closure using temporary traffic barrier

Notes:

- (1) Place channelizing devices and/or temporary barrier at the same level as the traveling lane or shoulder profile.
- (2) Channelizing devices may be placed at the drop-off elevation to preserve lane width. Raise the reflective area and warning light (if required) to the elevation above the traveling lane or shoulder profile as per **Highway Standard 701901**.
- (3) Place channelizing devices or temporary barrier at same level as the side slope profile to be fully visible.
- (4) Length and duration may be exceeded for urban areas when engineering judgment indicates sight distance will be adversely affected by temporary barrier.
- (5) Temporary traffic barrier may be eliminated for stationary operations of less than 24 hours for multilane, and may be eliminated for stationary operations of less than 96 hours per stage for two lanes, based on engineering judgment.

**CONDITION 2 — DROP-OFF BETWEEN TRAVEL LANE AND SHOULDER/EDGE OF PAVEMENT (US Customary)**  
**Figure 55-2.B**



#### 4.4.5 Traffic Control Plan and Detour Plan Sheet Development

For minor projects (e.g., resurfacing, minor widening), traffic control can be addressed by referencing the applicable **IDOT Highway Standards**. For all other projects, the designer must develop a more detailed set of traffic control plans with staged construction. The designer also must develop traffic control plans for projects with detours. TCP plan sheets can be developed using, the aforementioned sections of these Regulations, **MUTCD Table 6H-1** and the **Highway Standards** to create plan sheets. The legend of the symbols used in typical applications is provided in the **MUTCD Table 6H-2**. In many of the typical applications, sign spacing, taper length and other dimensions are indicated by letters using the criteria provided in Section 4.4.3. Most of the typical applications show devices for only one direction.

The designer should use the existing topography plans, when possible, to lay out the staging. A brief description of each construction stage should be provided. The traffic control sheets should include:

- The temporary roadway horizontal alignment
- The temporary roadway profile gradeline
- The temporary pavement needed to maintain traffic
- The proposed area of construction for each stage
- The temporary traffic lanes
- Signing for the work zone
- Temporary pavement markings
- Temporary roadside safety layouts
- Typical sections for each construction stage
- A breakdown of work that should be performed during each stage
- Traffic control standards for each stage
- General notes for time frames, closures, etc.



## RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY

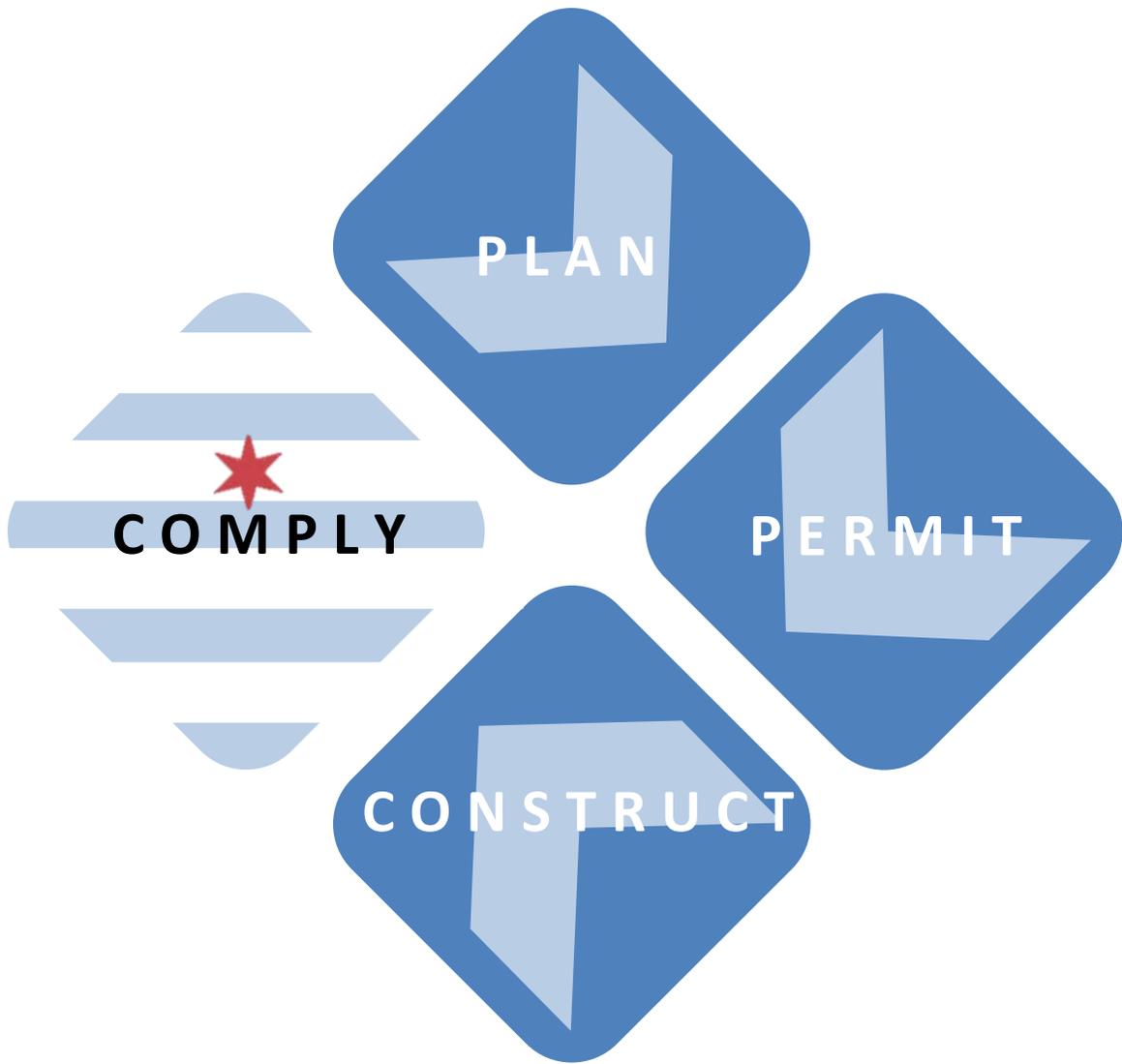
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A brief description of the detour and reasons for the detour shall be provided. The detour plan sheet at the very least must include:

- The proposed location of the work zone
- Adequate warning for any added or revised local route stop conditions
- Detour route meets minimum travel width requirements
- Signage for the detour
- General notes for time frames, closures, etc.
- Pedestrian and bicycle access routes



# Chapter 5



## Compliance of Work in the Public Way

**5.1 Environmental Compliance**

***a. General Requirements***

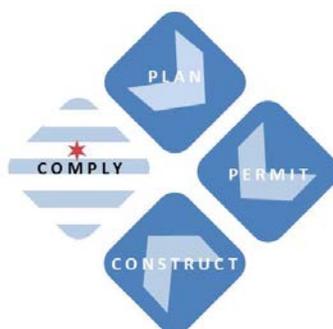
The Permittee and the contractors must comply with all applicable laws including, but not limited to, those listed in **Appendix I**. If any law or regulation requires the Permittee to file a report notifying of a potential release of hazardous materials or special wastes within the Public Way, the City must receive a copy of that report. The Permittee shall notify the City of any environmental complaints or claims, and any release or threatened release of hazardous materials, special waste, or other contaminants into the environment. In such instances, notice to the City must be provided in writing within 24 hours and must include copies of any written claims, demands, notices or actions so made. The Permittee must provide the City with reasonable prior written notice of any community meetings, media involvement or media coverage related to the loading, hauling or disposal of materials, construction debris, soil or other wastes.

Disposal of contaminated materials must comply with **Section 669 of the IDOT SSRBC**. When requested by the City, the Permittee will submit copies of any hauling permits required. If requested by the City, copies of all permits that require periodic renewal must be kept current and also must be forwarded to the City throughout the duration of a Permit.

The Permittee must comply with all applicable laws and City ordinances with respect to the elimination or minimization of excessive pollution of noise, air and water due to its construction and other operations. Currently, the City of Chicago Noise Ordinance allows the use of pneumatic equipment between the hours of 8:00 AM and 8:00 PM only. The Permittee shall not discharge oily, greasy chemical, hazardous or toxic wastes into waterways or City sewers.

The contractor will be responsible for weekly trash collection and proper disposal of any trash that accumulates within the project limits. Failure to maintain the project site will result in a citation for every day that trash remains on the site.

**Non-compliance with the requirements set forth in this section may be cause for termination of the permit.**



***b. Records***

The Permittee is required to prepare and maintain proper, accurate and complete records of accounts of all transactions related to its operation of the Public Way, including, but not limited to, the following:

- Vehicle maintenance records
- Safety and accident reports
- IEPA or OSHA manifests
- Disposal records, including disposal site used, date, truck number and disposal weight
- Permit documentation and all other documentation and transactions pertaining to all environmental compliance

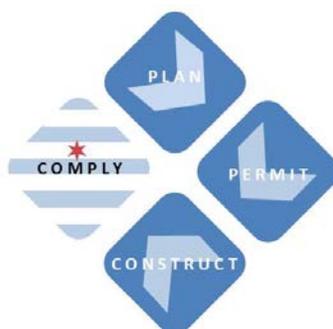
***c. Abatement***

In the event that a Permittee encounters asbestos, toxic, hazardous or radioactive materials not caused by or introduced by the Permittee or its contractors, the Permittee shall, before disturbing such materials, immediately notify the City and any owner of any facility in which the Permittee may be performing work (“Owner”) of the location thereof, and as to whether it is feasible to re-route or otherwise work so as to avoid such materials. If such re-routing is feasible, the Permittee or the Owner shall do so at no cost to the City. To the extent that the Permittee exacerbates any existing environmental condition, the Permittee shall be liable for any additional cost of abatement so caused by the Permittee’s activities.

If such re-routing or avoidance is not feasible in the judgment of the City, and such materials must be disturbed or relocated to complete such work, then the Permittee shall perform or cause one or more of its contractors or the Owner (including, if necessary, a new, specialized subcontractor then retained with the consent and approval of the City for such purpose) to perform such abatement, containment, treatment or removal and disposal of such materials as may be required by law, such to the provisions discussed in this section below.

In the undertaking of such abatement, treatment, containment, removal or disposition, the Permittee, or such person employed by the Permittee:

- Shall notify the City and the Owner at least 72 hours prior to the start of removal and disposal of any hazardous materials;



- Shall be certified as a hazardous materials removal firm by the Environmental Protection Agency and all state or local agencies, including the City of Chicago Department of Environment;
- Shall carry such insurance coverage as may be required by the City’s Department of Risk Management naming the City as an additional insured; and
- Shall provide such indemnification and documentation as required by the City.

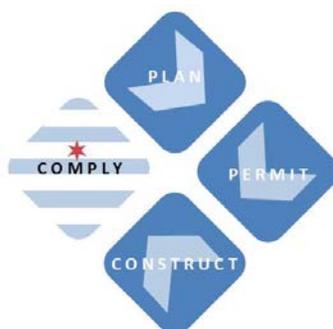
If the Permittee decides not to perform the remediation and would like to forgo further work on its facilities, the Permittee will still be liable to dispose of the materials already removed within the Public Way at the expense of the Permittee in accordance with all applicable laws.

**5.2 Inspection**

***a. Physical Initial Inspection***

City personnel inspect work sites for compliance in accordance with this manual, the Municipal Code, **IDOT SSRBC**, and Permit stipulations. CDOT reserves the right to make physical on-site inspections any time after the date of issuance of the Permit. The Permittee and/or its Contractor will accommodate CDOT’s need for access to the site and construction documents. The Permittee shall satisfy CDOT’s requirements and correct all construction deficiencies. The Permittee must have the OUC approved drawings onsite (if applicable).

Per Section **10-16-010 of the Code**: “Any tunnel, shaft, conduit, slope, or other underground work in the process of sinking, or any opening or excavation for the purpose of constructing any such shaft, tunnel, conduit, slope or other underground work within the corporate limits of the city, shall be subject to supervision and inspection under the direction of the Commissioner of transportation who may appoint such inspectors for the purpose as the city council may authorize; provided, that the provisions of this chapter shall not apply to any such work constructed or performed by the city; and provided further, that such provision shall not apply to open cut work. Inspectors of underground work shall be appointed by the commissioner of transportation according to law, and shall be practical and expert miners, experienced in tunnel and sewer work. The inspectors shall be competent persons with at least four years’ practical mining experience, and having a practical and technical knowledge of the properties of mining gases, the principles of ventilation, the care and proper adjustment of hoisting engines, and the management and efficiency of pumps, ropes, and winding apparatus. **The inspection herein**



provided for shall be paid for by, and be at the cost of, the person constructing any such work.”

***b. Trespassing Facilities***

Any portion of the Permittee’s installation in the Public Way but not within areas which are specified in a valid Permit is known as a “Trespassing Facility.” Upon discovery of a Trespassing Facility by CDOT, the Commissioner may order the immediate removal of such Trespassing Facilities from the Public Way, seek to obtain damages or pursue any other remedy permitted under Illinois Law.

***c. Documentation and Warranty of Work***

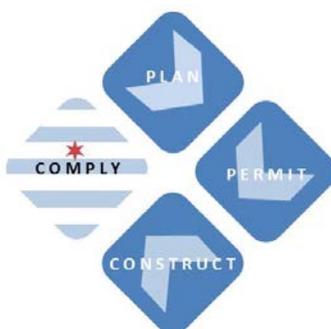
Material tickets, certifications and all testing result records must be kept and maintained by the Permittee and be provided to the City upon request and delivered within 24 hours. **Any settlement of the backfilled areas shall be the responsibility of the Permittee and of any licensee(s) working for or with the Permittee to remove and restore to the satisfaction of the Commissioner.** The Permittee and/or other licensee(s), at their expense, must remove the failed pavement and backfill material to the limits as defined by the Commissioner and restored according to the aforementioned in this Chapter.

***d. Reserved for Subsequent Inspections***

Pursuit to City Ordinances 10-20-150 and 10-28-281.3, a re-inspection fee of \$100 may be assessed for each inspection conducted after the initial inspection. Payment can be made at any City of Chicago Department of Revenue cashier. A copy of the permit must be submitted when payment is made. Failure to remit payment will result in the matter being sent to a collection agency.

***e. Construction Checklist***

Though its use is not required, a checklist has been prepared to provide the field inspector and Permittee with a summary of easy-to-read, step-by-step requirements relative to the proper construction in the CDOT Public Way (*not all-inclusive*). This checklist may be found in the [Appendix D](#).



**5.3 Notices or Citations—License Suspension or Revocation**

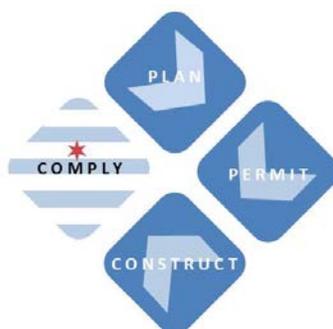
As provided in **Chapter 10-20 and 10-30 of the Code**, a Public Way work license may be suspended for repeated notices and/or citations. Should a Permittee or its contractors violate any terms of a permit, applicable provisions of the Codes or these regulations, the Commissioner may suspend or revoke the permit or take any other action the Commissioner deems necessary. This could include stopping work or operations until the violation is corrected to the satisfaction of the Commissioner. **Failure to correct any such violation in the time and manner required by the Commissioner may lead to revocation of all permits.** The text below should act as a guide for the number of notices and/or citations that may trigger the imposition of a suspension, as measured by the applicable Letter of Credit:

- For a Public Way work license maintained in conjunction with a \$10,000 Letter of Credit, a suspension may be imposed for three notices and/or citations during a license period.
- For a Public Way work license maintained in conjunction with a \$50,000 Letter of Credit, a suspension may be imposed for six notices and/or citations during a license period.
- For a Public Way work license maintained in conjunction with a \$100,000 Letter of Credit, a suspension may be imposed for six notices and/or citations during a license period.
- For a Public Way work license maintained in conjunction with a \$200,000 letter of credit, a suspension may be imposed for six notices and/or citations during a license period.

***Procedure***

Proceedings for the suspension or revocation of the Public Way work license required by this article shall be conducted pursuant to Section 4-4-280 of the Code, upon referral by the Commissioner.

When a license suspension or license revocation is imposed on a licensee pursuant to any provision of this article, such suspension or revocation shall apply to all substantial owners of that licensee, and no such substantial owner may apply for or be issued, or be an officer, director, member, partner, shareholder, or owner in an entity that applies for or is issued, a Public Way work license under this article for the duration of such suspension or revocation.



**5.4 Revocation or Termination**

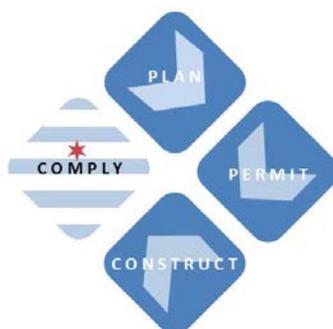
The City may modify, vacate or transfer what is now Public Way for a public purpose. As a condition of permit issuance, each Permittee is deemed to expressly acknowledge and agree that the City has the predominant right to use the Public Ways in the placement, maintenance and repair of sewers, water mains, trees and other Utility facilities, or to relocate or remove such Permittee’s facilities either temporarily or permanently on 30 days notice for any public purpose, including, but not limited to, the use of the Public Way for public transportation purposes.

If a current Permit exists when a public way designation occurs, the Permit issued may be amended or revoked in whole or in part by CDOT, whenever CDOT considers it necessary or advisable for a public purpose. Permittee shall make no claim for costs or damages against the City by reason of any removal or relocation and shall pay all such cost and expenses. CDOT can extend a 30-day notice period on a discretionary basis. CDOT may remove or relocate any Permittee facilities at the Permittee’s expense upon failure of the Permittee to relocate or remove such facilities in a 30-day time period and all actual expenses incurred or damages paid by the City on account of such action shall be paid by the Permittee upon demand. The City shall reasonably cooperate with the Permittee in finding an alternate location for any facilities removed and in avoiding disruption to the Permittee’s services. In an emergency, as determined by CDOT, the City may order the Permittee to remove or relocate its facilities within forty-eight hours. The Permittee shall have an option, upon notice to CDOT, of abandoning the portion of its facilities to be removed or relocated.

Upon revocation or termination of any permit, the Permittee, without cost to CDOT, shall promptly remove or abandon in place, at the option of the CDOT, facilities installed in the Public Way and restore the Public Way to the satisfaction of the Commissioner. In the event of the failure or refusal of the Permittee and/or its designated representative to remove facilities or restore the Public Way as requested by the Commissioner, CDOT may have the facilities removed or deem them abandoned and declare the facilities property of the City. The Permittee will be held liable for reimbursing CDOT for all costs of any removal.

**Failure to comply with proper construction notifications may result in revocation of the license, if deemed necessary by the Commissioner.**

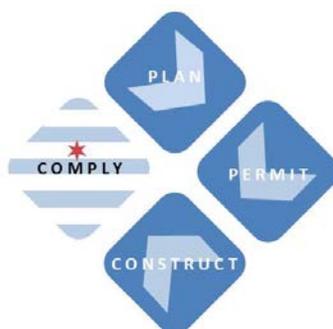
Per the Code **Section 10-20-135**: “In addition to any other penalties that may be imposed under applicable law, a public way work license issued pursuant to this article may be revoked for a



period of up to three years if a licensee has their license suspended pursuant to this article three times within a three-year period. If any one or more of a licensee’s substantial owners was a substantial owner of another licensee during the three-year period and that other licensee had their license suspended pursuant to this article during that three-year period, such prior suspension or suspensions shall be included in determining the number of suspensions received by the current licensee.”

**5.5 Burden on Public Ways**

No Permittee may construct, install or maintain its facilities in a way that will burden the present or future users of the Public Way. Permittees must also not build for excess capacity than the present or reasonably anticipated future need. In the event that the Commissioner shall determine that any portion of the Permittee’s facilities, either planned or presently constructed, unduly burdens any portion of the Public Way, now or in the future, the Permittee shall be required either to modify its facilities, or to take such actions as the Commissioner shall determine necessary for the sake of public convenience to eliminate the problem within the time frame provided by the Commissioner and the Code. This work shall be performed at no cost to the City. Failure to comply in a timely fashion will be grounds for revocation of the permit and other penalties provided in the Code and these regulations.



**5.6 Project Closeout**

***a. Soil Borings and Soil Boring Location Plan***

At the completion of the construction, installation or modification of the Public Way, the Permittee will submit soil boring logs and related soil boring location plans for all soil borings performed within the limits of the permitted project. The soil boring logs must be submitted as an Adobe PDF file with each soil boring shown on 8.5x11 paper (multiple pages for deeper borings). State plane coordinates should be provided for each soil boring location.

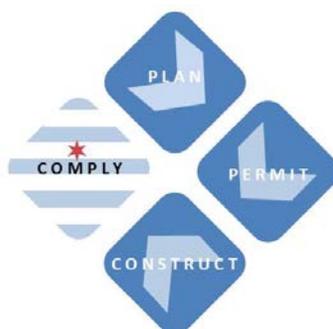
***b. As-built Plans***

At the completion of the construction, installation or modification of the Public Way, the Permittee will create and maintain “as-built” drawings in digital format. Consistent with applicable law, CDOT will treat the drawings as confidential pursuant to Section 7(x) of the Illinois Freedom of Information Act (5ILCS 140/7(x)), as amended, and will provide the Permittee with a copy of any appeal, received by CDOT, of CDOT’s notice of denial provided to a third party seeking inspection and copies of such drawings.

***c. Electronic Storage and Submittal Requirements***

The as-built drawing set (which includes the constructed facilities, the soil borings and the report) must be submitted on an external storage device to CDOT DOIM. This device must be a USB flash or “jump” drive, not a CD, DVD or information sent via electronic mail. The device must be labeled with the corresponding OUC number.

**The as-built drawings must be in state plane coordinates and the elevation in accordance with the Chicago City Datum (Code 10-4-210):** The city datum is hereby established as a plane 17.640 feet below the bench mark cut on top of the bottom stone of granite base at the southeast corner of the Northern Trust Company Bank Building at the northwest corner of S. La Salle Street and W. Monroe Street.



## References

<p><a href="#"><u>Standard Specifications for Road and Bridge Construction</u></a> Adopted January 1, 2012</p>	<p>This book outlines the general requirements and covenants applicable to all highway construction improvements as well as provisions relating to materials, equipment and construction requirements for individual items of work (as defined in the book) on road and bridge construction projects awarded by the Department.</p>
<p><a href="#"><u>Supplemental Specifications and Recurring Special Provisions</u></a></p>	<p>This book contains additions and revisions to the Standard Specifications. The Supplemental Specifications are considered part of and should always be used in conjunction with the Standard Specifications. This book is updated every year.</p>
<p><a href="#"><u>BDE Special Provisions</u></a></p>	<p>These special provisions are issued by the Bureau of Design and Environment four times a year. They are inserted into contracts as they apply.</p>
<p><a href="#"><u>Highway Standards</u></a></p>	<p>These drawings show the details of various construction items and are used in conjunction with the Standard Specifications. The applicable Standards are referenced on the cover sheet of the plans.</p>

### **US Federal Links**

AASHTO’s “Roadside Design Guide”. 4<sup>th</sup> Edition. 2011.

AASHTO’s “Guide for Development of Bicycle Facilities”. 4<sup>th</sup> Edition. 2012.

Americans with Disabilities Act of 1990 (ADA) Public Law 101-336, 104 Stat. 327, July 26, 1990. 42 U.S.C. 12101-12213 (as amended).

<http://www.ada.gov/pubs/adastatute08.pdf>

FHWA Website:

[http://safety.fhwa.dot.gov/roadway\\_dept/policy\\_guide/road\\_hardware/](http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/)

Manual on Uniform Traffic Control Devices (MUTCD) - FHWA

<http://mutcd.fhwa.dot.gov/>

### **State of Illinois Links**

IDOT CADD Downloads and Guidelines:

<http://www.idot.illinois.gov/doing-business/procurements/engineering-architectural-professional-services/consultants-resources/roadway-cadd-downloads-guidelines>

Illinois Damage Prevention Act:

<http://www.gcdpc.org/>

“Illinois Urban Manual” published by IEPA:

<http://www.aiswcd.org/illinois-urban-manual/ium-gallery/>

### **City of Chicago Links**

#### **Municipal Code of Chicago, Illinois**

<http://www.amlegal.com/library/il/chicago.shtml>

Current through Council Journal of December 12, 2012.

Municipal Code (Comprising Titles 1 through 18 of the Municipal Code of Chicago, and Related Tables)

#### **Building Code and related excerpts of the Municipal Code of Chicago**

Comprising Sections of Titles 13, 15, 18 and other related excerpts of the Municipal Code of Chicago for the Building Industry. Published by: American Legal Publishing Corporation.

#### **Chicago Zoning Ordinance and Land Use Ordinance**

(Comprising Titles 16 & 17 of the Municipal Code of Chicago, and Zoning & Land Use-Related Tables)

City of Chicago Street Classifications:

[http://www.amlegal.com/nxt/gateway.dll/Illinois/chicago\\_il/municipalcodeofchicago?f=template.s\\$fn=default.htm\\$3.0\\$vid=amlegal:chicago\\_il](http://www.amlegal.com/nxt/gateway.dll/Illinois/chicago_il/municipalcodeofchicago?f=template.s$fn=default.htm$3.0$vid=amlegal:chicago_il)

Department of Buildings Website:

<http://www.cityofchicago.org/city/en/depts/bldgs.html>

Department of Cultural Affairs and Special Events:

<http://www.cityofchicago.org/city/en/depts/dca.html>

Department of Housing and Economic Development:

<http://www.cityofchicago.org/city/en/depts/dcd.html>

## **RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY**

Department of Water Management 2014 Regulations for Sewer Construction and Stormwater Management:

[http://www.cityofchicago.org/city/en/depts/water/provdrs/engineer/svcs/2009\\_sewer\\_constructionandstormwatermanagementrequirements.html](http://www.cityofchicago.org/city/en/depts/water/provdrs/engineer/svcs/2009_sewer_constructionandstormwatermanagementrequirements.html)

### **City of Chicago Department of Transportation Links**

CDOT Bike Lane Guidelines and Sample Engineering Plans:

<http://www.scribd.com/collections/4305339/Bikeways-Engineering-Design-Plans>

CDOT Existing Bike Lane Facilities:

<http://www.scribd.com/doc/151163211/Chicago-Bike-Map-2013>

CDOT Existing Buffered Bike Lane Facilities:

<http://chicagocompletestreets.org/your-streets/bikeways/buffer-protected-bike-lanes/>

CDOT Sustainable Streets:

<http://www.cityofchicago.org/content/dam/city/depts/cdot/Sustainable%20Transportation/SUIGv1.pdf>

The Chicago Street and Site Plan Design Standards:

<http://www.cityofchicago.org/dam/city/depts/cdot/StreetandSitePlanDesignStandards407.pdf>

Complete Streets Design Guidelines:

<http://chicagocompletestreets.org> &

<http://www.cityofchicago.org/content/dam/city/depts/cdot/Complete%20Streets/CompleteStreetsGuidelines.pdf>

Design and Construction Documents

<http://www.cityofchicago.org/city/en/depts/cdot.html>

Divvy Bike Share Program: <https://divvybikes.com/stations> & <https://divvybikes.com/resources>

CDOT Green Alleys

[http://www.cityofchicago.org/content/dam/city/depts/cdot/Green\\_Alley\\_Handbook\\_2010.pdf](http://www.cityofchicago.org/content/dam/city/depts/cdot/Green_Alley_Handbook_2010.pdf)

Moratorium Streets:

<https://webapps1.cityofchicago.org/StreetClosure/org/cityofchicago/streetclosure/cdot/ward.jsp>

OUC EFP

[http://www.cityofchicago.org/city/en/depts/cdot/supp\\_info/ouc--existing\\_facilityprotectionefpprocess.html](http://www.cityofchicago.org/city/en/depts/cdot/supp_info/ouc--existing_facilityprotectionefpprocess.html)

## **RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY**

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OUC IR

[http://www.cityofchicago.org/city/en/depts/cdot/supp\\_info/ouc--informationretrievalprocess.html](http://www.cityofchicago.org/city/en/depts/cdot/supp_info/ouc--informationretrievalprocess.html)

Permits Fees

[http://www.cityofchicago.org/city/en/depts/cdot/provdrs/construction\\_information.html](http://www.cityofchicago.org/city/en/depts/cdot/provdrs/construction_information.html)

# Abbreviations and Definitions

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## **1A. Definition of Terms**

If used in these regulations, the following terms or abbreviations shall have the following meaning:

### **1A.1 Abbreviations**

AASHTO	American Association of State Highway and Transportation Officials
ADA	American with Disabilities Act
APWA	American Public Works Association
BMP	Best Management Practices
CATS	Community Antenna Television System
CBD	Central Business District
CDOL	Chicago Department of Law
CDOT	Chicago Department of Transportation
CDOT OUC	CDOT Office of Underground Coordination – Utilities of Chicago
CDOT PCO	CDOT Project Coordination Office
CDOT QAS	CDOT Quality Assurance Section
CDOT DEO	CDOT Division of Electrical Operations
CDOT ENG	CDOT Division of Engineering
CDOT DOIM	CDOT Division of Infrastructure Management
CDOT PROD	CDOT Division of Project Development
CDOT RESOLVE	CDOT Division of Infrastructure Management Opportunity Resolve Map
CHA	Chicago Housing Authority
CHIPD	Chicago Park District
CIP	Capital Improvement Project
CTA	Chicago Transit Authority
CUAN	Chicago Utility Alert Network
DCASE	Department of Cultural Affairs and Special Events
DHED	Department of Housing and Economic Development
DOB	Department of Buildings
DoIT	City of Chicago Department of Information Technology
DIGGER	Chicago Utility Alert Network
DWM	Department of Water Management

## Abbreviations and Definitions

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DSS	Department of Streets and Sanitation
DSS FOR	Department of Streets and Sanitation \ Bureau of Forestry
EFP	Existing Facility Protection
FHWA	United States Department of Transportation Federal Highway Administration.
IDOT	Illinois Department of Transportation
IDOT SSRBC	IDOT Standard Specifications for Road and Bridge Construction (latest edition)
IR	Information Retrieval
MUTCD	Manual on Uniform Traffic Control Devices
MWRD	Metropolitan Water Reclamation District of Greater Chicago
OEMC	Office of Emergency Management and Communications
OUC	Office of Underground and Coordination
OM	Office of the Mayor
NATM	New Australian Tunnelling Method
PBC	Public Building Commission
SSA	Special Service Areas
TARP	Tunnel and Reservoir Project
TCP	Traffic Control Plan
TBM	Tunnel Boring Machine

# Abbreviations and Definitions

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## 1A.2 Definitions

If definitions herein shall conflict with such sections of the Code, the Code definitions shall control.

**311** – City’s service call center. Serves as the point of entry for residents, business owners and visitors that need easy access to information regarding City programs, services and events. Records and efficiently documents all requests for non-emergency City services within the Customer Service Request System and forward them to the proper governmental and non-governmental agencies. Direct requests for non-emergency police reports to the Alternate Response Section (ARS). Serve as the back-up facility for 911.

**BARRICADE** – A barricade is a portable or fixed device used to control users by closing, restricting, or delineating all or a portion of the right-of-way.

**BASE TO GRADE** – The sub-base aggregate material is compacted and concrete pavement (thickness must be equal to concrete base, plus the depth of the binder and surface courses) to grade is placed to the existing finished grade of the adjacent pavement.

**BENCHING** – A method of protecting employees from cave-ins by excavating the sides of an excavation to form one or a series of horizontal levels or steps, usually with vertical or near-vertical surfaces between levels. Vertical slopes are not possible in granular soils nor below the water table; therefore, benching is not an acceptable means of excavation in these instances.

**BUILDING VAULT** – Any opening below the surface of the street that projects beyond the property line and is covered over.

**BULKHEAD** – An airtight structure separating the working chamber from free air or from another chamber under a lesser pressure than the working pressure.

**CAISSON** – A wood, steel, concrete or reinforced concrete, air- and water-tight chamber in which it is possible for men to work under air pressure greater than atmospheric pressure to excavate material below water level. In Chicago, the term caisson is also used for a drilled shaft, which is a foundation element composed of cast-in-place reinforced concrete that is placed into an open drilled excavation.

**CANOPY** – A supported cover, usually made of fabric, located over the sidewalk and held up by poles installed into the sidewalk.

## Abbreviations and Definitions

### **CENTRAL BUSINESS DISTRICT**

Defined as shown on the diagram; Beginning at the easternmost point of Division Street extended to Lake Michigan, then west on Division Street to LaSalle Street, then south on LaSalle Street to Chicago Avenue, then west on Chicago Avenue to Halsted Street, south on Halsted Street to Roosevelt Road, then east on Roosevelt Road to its easternmost point extended to Lake Michigan.



### **CERTIFICATE OF INSURANCE**

Certificate of Insurance naming the City as additional insured.

### **CHICAGO FREIGHT TUNNELS**

The freight tunnels running below certain streets of the City.

### **CHICAGO SIMPLIFIED TELECOMMUNICATIONS TAX**

The tax to be paid by Telecommunications Retailers Pursuant to Chapter 3–73 of the Code.

**CITY** The City of Chicago, Illinois.

## Abbreviations and Definitions

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**CITY BLOCK** – A standard city block is defined as 660 feet from center of intersection to center of intersection.

**CITY PROPERTY** – Includes all real property owned by the City, excluding public streets and utility easements and all property held in a proprietary capacity by the City, including the Tunnels. The Freight Tunnels are being treated as the public way for certain purposes as set forth in these Regulations.

**CODE** – The Municipal Code of Chicago, as amended.

**COMMISSIONER** – The Commissioner of the Chicago Department of Transportation or an authorized agent of the Commissioner of the Chicago Department of Transportation.

**CONTRACTOR** – Collectively, any individual, contractor, subcontractor, representative, agent or consultant employed by a Permittee or its affiliate to perform the work under a Permit.

**CONFLICT** – Two or more projects that area planned to occupy the public way at the same time.

**CONFLICT RESOLUTION** – Methods and processes involved in facilitating the end of a conflict. In order to do so, stakeholders attempt to resolve conflicts by engaging in negotiation. Ultimately, resulting in a hierarchy established of who occupies the public way when and how long and also could result in a shared restoration agreement.

**CROSSWALK** – That portion of roadway ordinarily included within the prolongation or connection of sidewalk lines at intersections, or any other portion of a roadway clearly indicated for pedestrian crossing by markings. This means that legally, a crosswalk can be present at an intersection, when there are sidewalks leading across the street, even though pavement markings are not present.

**CROSS SLOPE** – The slope that is perpendicular to the direction of travel (Also see running slope)

**CRASHWORTHY** – A characteristic of a roadside appurtenance that has been successfully crash tested in accordance with a national standard such as the NCHRP Report 350, “Recommended Procedures for the Safety Performance Evaluation of Highway Features.”

**DEEP FOUNDATION** – Foundation element that extends 12–feet or deeper below existing grade. If existing grade is on an embankment, the embedment requirement may be modified upon (OUC) Geotechnical Review.

**DEPARTMENT** – Chicago Department of Transportation (CDOT).

## Abbreviations and Definitions

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**EMERGENCY** – A situation endangering the public safety or causing or likely to cause the imminent interruption of service required by law, contract or franchise to be continuously maintained.

**EMERGENCY LOCATE REQUEST** – A utility locate request for any condition constituting an imminent danger to life, health, or property, or a utility service outage, and which requires repair or action before the expiration of 48 hours.

**EMERGENCY WORK** – Work necessary to correct a situation which constitutes an evident and immediate hazard to life, health, or property, endangering the public safety or causing or likely to cause the imminent interruption of service required by law, contract or franchise to be continuously maintained, for which it is impractical to secure a permit before work commences. Such term shall not include work on new construction, upgrades or maintenance of existing hardware, continuation of an existing permit that has expired or will expire imminently or any other work which is not necessary to correct a condition likely to cause such hazard or imminent interruption.

**EARTH RETENTION SYSTEM** – Shoring system utilized below grade in conditions where open cut excavation slopes are not possible due to performance requirements, duration or location of excavation and/or soil conditions. The intent of an earth retention system is to support the neighboring utilities, roadways and neighboring properties during temporary or permanent construction activities.

**EXCAVATION** – Any man-made cut, opening, cavity, trench, or depression in an earth surface, formed by removal.

**GREASE PENCIL** – A wax writing tool also known as a **wax pencil**, is a writing implement made of hardened colored wax and is useful for marking on hard surfaces for marking edits or labeling. It may be used to mark a wet surface and for plating a white or grey color shall be used.

**HARBOR** – Per Code 10-40-010, "The harbor shall consist of the Chicago River and its branches to their respective sources and all slips adjacent to and connecting therewith. The Ogden Canal, the Calumet River and its branches and all slips connecting therewith, the waters of Lake Calumet and all slips and basins connected therewith and all piers, breakwaters, and permanent structures therein, the Drainage Canal and all piers and basins, and the waters of Lake Michigan, including all breakwaters, piers, and permanent structures therein, for a distance of three miles from the shore between the north and south lines of the city extended, to the extent that the above-named waterways are within the territorial limits of the city. The harbor as herein defined shall be subject to the control of the commissioner of transportation, and use thereof shall be governed by this Code".

## Abbreviations and Definitions

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**HOLD** – A “do not release” order that can be placed on permits or Permittees to prevent the permit from being processed.

**INSPECTOR** – The authorized representative of CDOT DOIM assigned to make inspections of any or all portions of the work directly or indirectly affecting the Public way.

**IMPROVED** – Any portion of the public way which has been paved in accordance with City standards and specifications, which include but not limited to streets, sidewalks, curbs, gutters, drainage, structures, etc.

**JOINT MEET** – A meeting with Digger members to exchange information about existing conditions such as maps, plans, or construction schedules; and to openly discuss a large or complicated project. It is not a locating session, and should be held on-site. A Joint Meet is a 96-hour process that requires 2 working days advanced notice (48 hours) of the meeting, followed by 2 working days (an additional 48 hours) for member agencies to mark their facilities. Member companies should contact the excavator if they have no facilities present or if they are unable to attend the Joint Meet.

**KEYSTONE** – SEE LANDING AREA.

**LANDING AREA** – An area that allows for wheelchair users enough space to accommodate a clear maneuvering area of at least 6 feet by 6 feet wide at a maximum cross slope of 1:64.

**LETTER OF CREDIT** – An irrevocable, unconditional standby Letter of Credit naming the City as beneficiary.

**LICENSE** – The public way work license specified in Chapter 10–20 of the Code.

**MANUAL** – These Rules and Regulations for Construction in the Public Way.

**MATERIALS** – Any substances specified for use in construction or repairs.

**MILLING** – Mechanical removal of asphalt from a roadway prior to resurfacing the pavement.

**MWRD** – The MWRD is located primarily within the boundaries of Cook County and serves an area of 883 square miles which includes the City of Chicago and 125 suburban communities. The District’s 554 miles of intercepting sewers and force mains range in size from 12 inches to 27 feet in diameter, and are fed by approximately 10,000 local sewer system connections.

## Abbreviations and Definitions

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**MORATORIUM STREET** – Any street that has been constructed with a concrete surface/base within ten (10) years or resurfaced with asphalt within five (5) years. The 10–year and 5–year periods shall commence upon CDOT’s declaration.

**NON–MORATORIUM STREET** – Any street that is not within the 5–year or 10–year moratorium period.

**OPPORTUNITY** – Two or more construction projects that are initially planned to occupy the public way, with the intent of a coordinated effort resulting in the elimination of duplicative effort.

**OUC** – City of Chicago’s Office of Underground and Coordination. For the most current listing of the OUC utility members contact CDOT/OUC at (312) 744–4828.

**PARKWAY** – That portion of the public way located between the curb line and the sidewalk – normally reserved for tree and grass planting.

**PAVEMENT STRUCTURE** – The combination of sub–base, base course, and surface courses placed on a prepared subgrade to support the traffic load and distribute it to the roadbed.

**PERMIT** – Written authority to proceed with any activity which may directly or indirectly affect the public way, granted by CDOT – Room 905–City Hall. The term Permit shall also include a permit deemed to be issued pursuant to these regulations.

**PERMIT STIPULATIONS** – Terms and conditions listed on the permit that must be followed by the Permittee. Permit stipulations can include allowable days and hours for work, restrictions on street usage, and provisions for the maintenance and protection of traffic.

**PERMITEE** – An individual, corporation, business or other entity who secures permits for all work regulated by CDOT pursuant to the Code and/or these regulations.

**PERSON** – Includes all individuals, sole proprietorships, partnerships, limited partnerships, firms, limited liability companies, corporations or other legal entities.

**PROCESS DATE** – The date of the online request form submittal. The EFP is active for a one (1) year period from the process date.

**PUBLIC WAY** – City highways, streets, alleys, and public right–of–way dedicated or commonly used for utility purposes and water. A typical City street and an alley dedicated as right–of–ways.

## Abbreviations and Definitions

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Public way is defined as anything within the public right of way including Streets, Alleys, Parkway, Vaulted Sidewalk, Median, etc.)

**RAMP** – An inclined walking or working surface that is used to gain access to one point from another that has a running slope steeper than 1:20.

**RECONSTRUCTION** – When the entire street, including the base and surface pavement as well as curbs, sidewalks and related street assets, is rebuilt from building line to building line.

**REGULATIONS** – Chicago Department of Transportation Rules and Regulations for Construction in the Public Way, latest edition and supplemental documentation.

**REQUESTER** – Person requesting an OUC IR or EFP Review. This term is used interchangeably with Permittee; see definition of Permittee.

**RESURFACING** – A process in which the top layer of existing asphalt is milled away (ground up and removed) and a new layer of asphalt is applied.

**RETAILER** – Defined as provided in Section 3–73–020 of the Code.

**RISK MANAGER** – The Risk Manager, Department of Finance of the City, or such other office or employee of the City to whom responsibilities and duties regarding insurance standards, limits and requirements shall be assigned in the future.

**ROADBED** – The graded portion of a roadway prepared as a foundation for the pavement structure.

**ROADWAY** – That portion of the Public way devoted to vehicular and bicycle traffic as measured from top back of curb to top back of curb.

**RUNNING SLOPE** – The slope that is parallel to the direction of travel (Also see cross slope).

**SCREENING** – This term corresponds to construction aggregate screening. The intent is to mix coarse materials, immediately upon crushing, to perform hydraulic or mechanical grading activities. Screening as defined by ASTM methods for FA or CA shall be performed in an IDOT certified construction materials laboratory. On site screening shall be reviewed by CDOT QAS, when required.

**SHIELD** – A structure that is able to withstand the forces imposed on it by a cave-in and thereby protects employees within the structure. Shields can be permanent structures or can be designed to

## Abbreviations and Definitions

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be portable and moved along as work progresses. Additionally, shields can be either pre-manufactured or job-built in accordance with 1926.652(c) (3) or (c) (4). Shields used in trenches are usually referred to as "trench boxes" or "trench shields."

**SHORING** – A structure such as a metal hydraulic, mechanical or timber shoring system that supports the sides of an excavation and which is designed to prevent cave-ins

**SIDEWALK** – That portion of the Public way devoted to pedestrian traffic (normally a minimum of a 6-foot wide concrete strip located one foot from the property line).

**SPECIAL SERVICE AREAS** – Economic development tool that uses the levy of the real estate property tax in raising funds to provide special services for a targeted area. Examples of these services include: maintenance, sidewalk and street improvements, landscaping, parking management, security planning, advertising, promotion, business recruitment, and capital improvement financing. \*(NOTE: Per Streetscape Design Guidelines)

**SPECIFICATIONS** – The body of directions, provisions, and requirements contained herein, or in any supplement adopted by the City, pertaining to the method or manner of performing work and the quantity or quality of materials utilized.

**STAKEHOLDER** – Any public or private entity planning, designing, permitting or performing work within or adjacent to the City public way. This definition includes but is not limited to utility providers, private developers, contractors, designers, expeditors. An entity or person that has an interest in the enhancement and/or protection of the City.

**STREET** – A public street, avenue, road, alley, lane, highway, boulevard, concourse, parkway, driveway, culvert, sidewalk, crosswalk, boardwalk, viaduct, square or place, except those designated otherwise on an authorized City map.

**STREET CUT** – The transverse or longitudinal cut, excavation, and/or opening in the public way.

**STRUCTURES** – Objects which are an integral part of the public way including, but not limited to, vaults in sidewalks, sewer and catch basin grates and covers, manhole, handhole, pullbox and/or vault covers, trees, etc.

**SUBGRADE** – The top surface of the roadbed on which the pavement structure is built.

**TELECOMMUNICATION PROVIDERS** – (i) a Retailer subject to Chapter 3-73 of the Code and (ii) a provider of telecommunications services and facilities which is not a Telecommunications Retailer within the meaning of Chapter 3-73 of the Code.

## Abbreviations and Definitions

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**TELECOMMUNICATION/RETAILERS** – Definitions pertaining to "Telecommunications" and "Retailers" are set forth in Chapter 3–73 of the Code. The provisions in these regulations applicable to Telecommunications Providers and relating to Letter of Credit, insurance and general construction standards and submittals are also applicable to Utilities which are not Telecommunications Providers; except that where City franchises or other agreements with such Utilities which are not Telecommunications Providers specifically conflict with or preempt these regulations, such franchise provisions shall control and provided, that in the case of such Utilities the provisions of Section 2B.1 of these regulations shall not apply.

**TRENCH** – A narrow transverse or longitudinal cut, excavation, and/or opening in the public way that is typically greater in depth than in width and not greater than 15 feet in depth.

**TRENCH BOX – SEE SHIELD**

**TROLLEY TUNNELS** – Collectively, the three tunnels formerly used by trolley cars crossing the Chicago River at LaSalle Street, Washington Street and Van Buren Street.

**TUNNELS** – Collectively, the Chicago Freight Tunnels and the Trolley Tunnels located under certain City streets.

**TUNNELING** – By Code, tunneling is defined as placing “a shaft, cable, pipe, main, conduit, wire or other transmitting or conducting device underneath the surface of any public way in the city by driving the same through the earth underneath the surface of any such public way, or by boring or tunneling under any such public way.”

Tunneling is advancing an opening, regardless of size, below the ground surface without using conventional cut and cover construction methods. Tunneling methods may include but are not limited to hard rock TBM, soft ground TBM, slurry TBM, microtunneling, drill and blast, shield excavation, roadheader excavation, sequential excavation methods, NATM, horizontal directional drilling, directional drilling, directional boring, tunnel boring machine advancement, jack and bore, direct pipe methods and trenchless technology.

**UNIMPROVED** – Any–portion of the Public way which has not been paved in accordance with City standards and specifications, including but not limited to gravel roadway, W.P.A. streets, and asphalt or gravel sidewalks, driveways and alleys.

**UTILITY** – Shall mean any corporation, City, or other governmental subdivision, partnership, organization, or any individual or persons who owns or operates lines, facilities, and systems for producing, transmitting, or distributing communications, power, electricity, telecommunication, light, heat, gas, oil, crude products, steam, water, sewer and other similar commodities, including all Telecommunications Providers and providers of cable television. The term "Utility" includes,

## Abbreviations and Definitions

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but is not limited to the current members of CDOT OUC set forth in [Appendix G](#) to these Regulations. For the purposes of this manual, a Utility shall also mean any person or entity engaged by, or on behalf of, a Utility to perform street opening work.

**VIADUCT/BRIDGE** – Any load-carrying structure, including supports erected over an obstruction (such as waterways, railroads, or other roadway), having a passageway for carrying vehicular and/or pedestrian traffic.

**APPENDIX A**  
**CITY OF CHICAGO SPECIAL GUIDELINES**  
**STANDARD CONSTRUCTION DETAILS**  
**Table of Contents**

<u>SHEET#</u>	<u>SHEET NAME</u>
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A-1-2	Standard Alley Section
A-1-3	Intersection Crosswalk Layout
A-2-1A to 1N	Street Cuts and Asphalt Restoration Requirements
A-2-2A	Street Pavement Restoration Detail with Trench Backfill
A-2-2B	Street Pavement Restoration Detail with Flowable Fill
A-2-2C	Pavement Patching and Portland Cement Concrete Replacement
A-2-2D	Parkway Restoration Detail
A-2-3A	Typical Joint Layout for P.C. Concrete Pavements
A-2-3B	P.C.C. Pavement Joint Details
A-2-3C	P.C.C. Base Course Joint Details
A-2-3D	Proposed 10” Bus Pad Pavement
A-2-3E	Proposed Bus Pad Pavement and Traffic Control Layout
A-2-3F	Contraction Joint Assembly for Bus Pad
A-2-4	Pavement Widening Adjacent to New Construction
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A-2-6	Concrete Curb & Gutter Detail
A-2-7	P.C.C. Alley Pavement Restoration Pipe or Conduit Trench Detail, Concrete Alley
A-2-8	Asphalt Alley Pavement Restoration Pipe or Conduit Trench Detail
A-2-9	Portland Cement Concrete Alley
A-2-10A	Details of Structure Casting Isolation Box
A-2-10B	Details of Structure Casting Isolation Box for P.C.C. Pavement and Base Course
A-2-11	Catch Basin Adjustment in Existing Pavement
A-2-12	Frame Adjustment in Pavement
A-3-1	ADA Compliant Sidewalk Construction Details
A-3-2	Details of Portland Cement Concrete Construction
A-3-3 to 3A	Elimination of Vaulted Sidewalk Adjacent to Building

# APPENDIX A: CITY OF CHICAGO SPECIAL GUIDELINES STANDARD CONSTRUCTION DETAILS

## Table of Contents

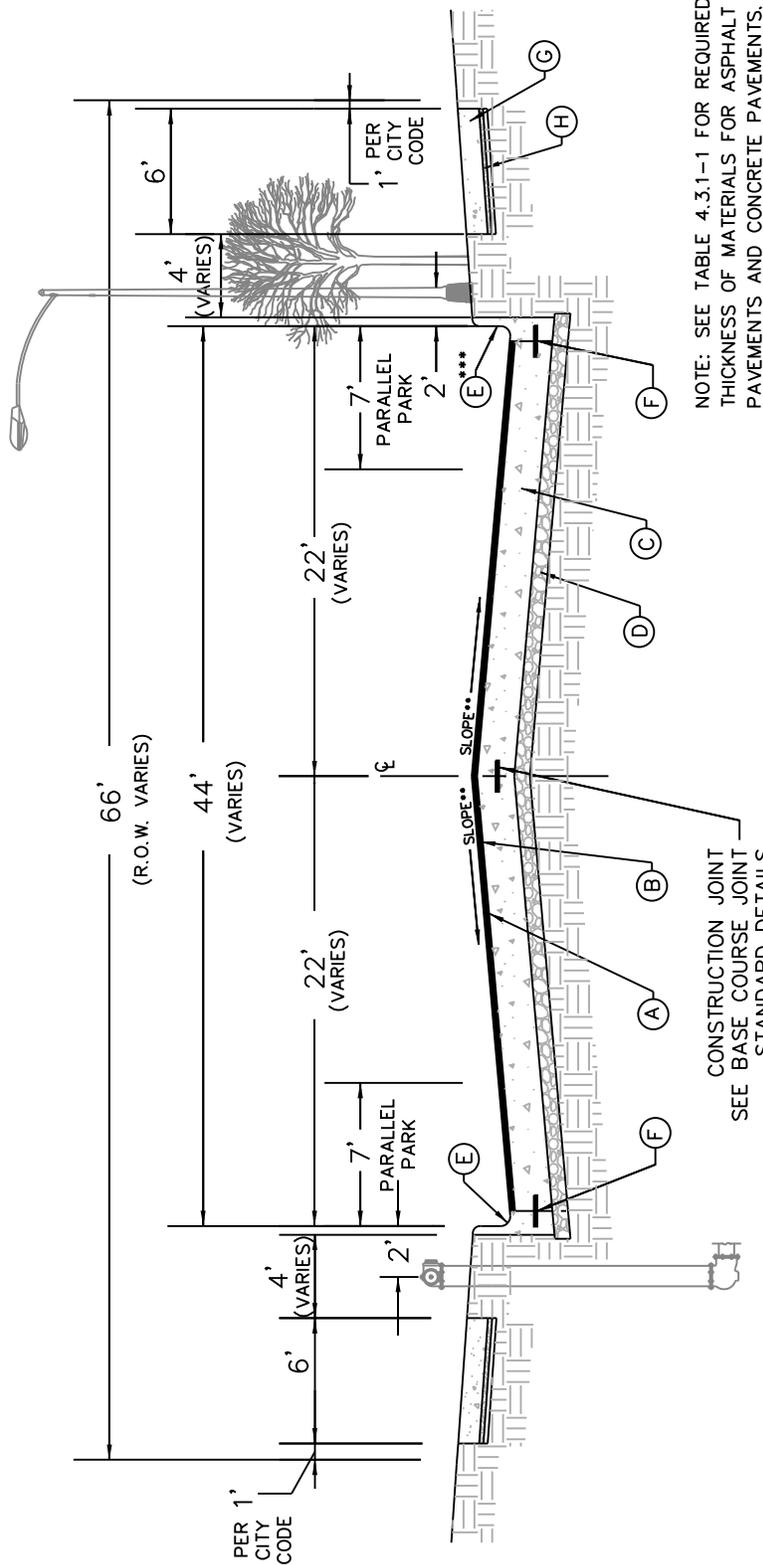
<u>SHEET#</u>	<u>SHEET NAME</u>
A-4-1	Sewer Construction and Stormwater Management Requirements
A-5-1	Tree Planting Detail in Parkway
A-5-2 to 2C	Tree Pit Detail
A-5-3	Trench Guidelines for Installation of Underground Utilities Adjacent to Trees
A-5-4A	Bus Shelter 3 Section-Full Size New Installation
A-5-4B	Bus Shelter 3 Section-1 Glass Panel Removed New Installation
A-5-4C	Bus Shelter 2 Section-Full Size New Installation
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A-6-1A to 1B	Component Parts of a Temporary Traffic Control Zone
A-6-2	Typical Construction Sign & Placement Detail
A-7-1A to 1B	Crosswalk Marking Detail
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A-7-3	8' Bike Symbol
A-7-4	Bike Arrow
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A-7-8	Shared Lane Marking Lateral Positioning
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A-7-11	Shared Lane Marking
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DATE	REVISION
1/1/2014	REVISION 1
1/27/2016	REVISION 2

**CITY OF CHICAGO**  
**STANDARD NEW STREET**  
**CONSTRUCTION SECTION**

DATE	SHEET	DRAWN BY
12/22/06	A-1-1	CDOT

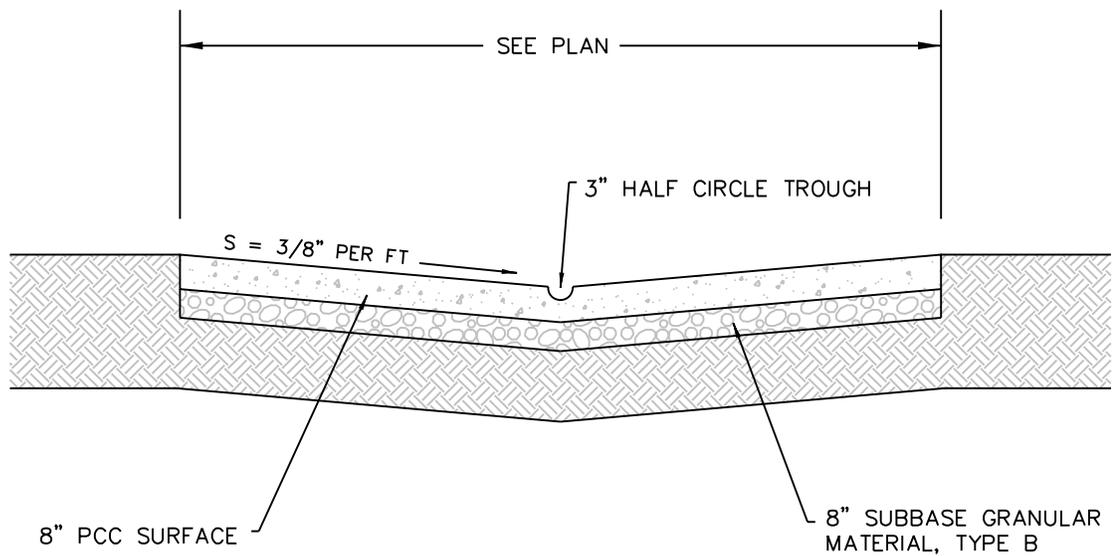
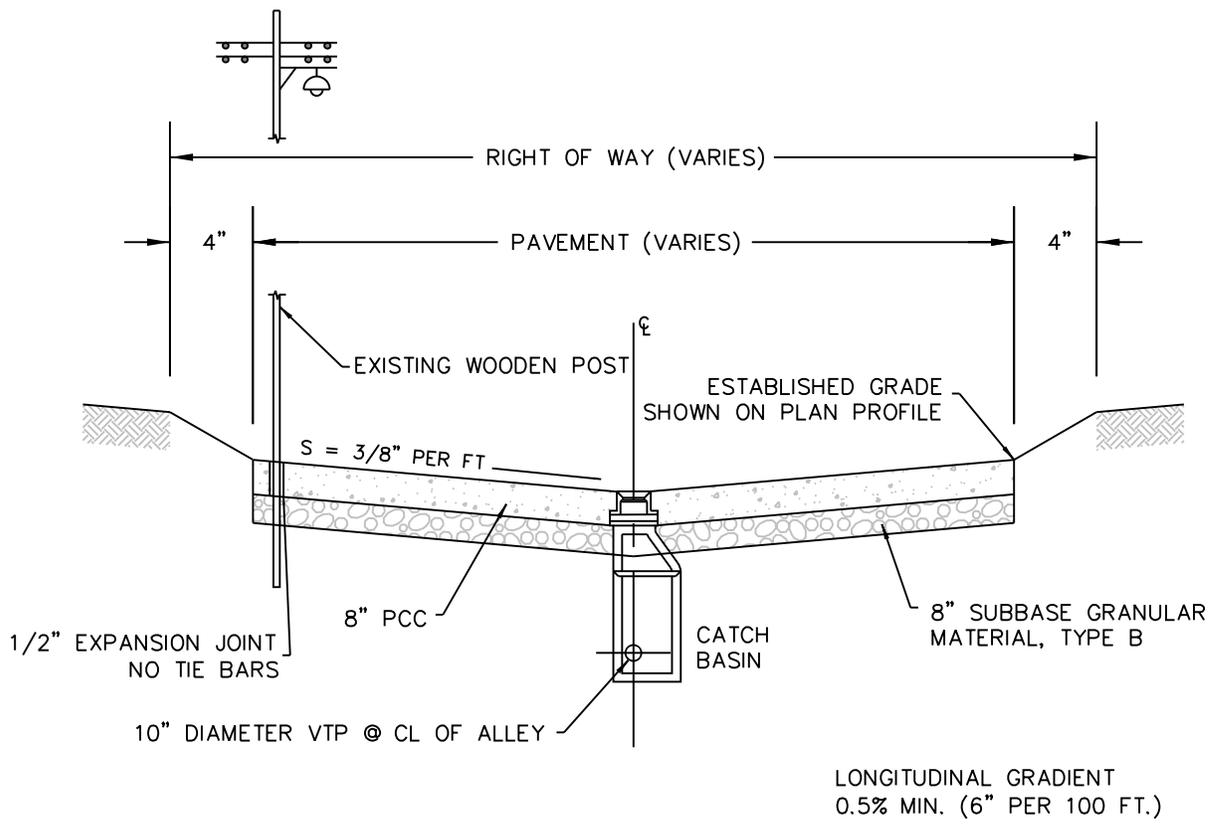


NOTE: SEE TABLE 4.3.1-1 FOR REQUIRED THICKNESS OF MATERIALS FOR ASPHALT PAVEMENTS AND CONCRETE PAVEMENTS.

**LEGEND:**

- (A) HOT MIX ASPHALT SURFACE AND BINDER COURSE
- (B) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)
- (C) P.C. CONCRETE BASE COURSE
- (D) SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- (E) CURB AND GUTTER (SEE A-2-6) (DESIRABLE HEIGHT 4" TO 9")
- (F) TIE BAR
- (G) 5" P.C.C. SIDEWALK \* (SEE A-3-1)
- (H) SUBBASE GRANULAR MATERIAL, TYPE B OR C, 4"
- \* CURB RAMP & KEYSTONE 8" P.C.C. AT SIGNALIZED AND INDUSTRIAL STREET INTERSECTIONS.
- \*\* 1/4% MIN. TO 3.6% MAX.
- \*\*\* 0.4% MIN. LONGITUDINAL SLOPE FOR STRAIGHT CONCRETE GUTTER SECTIONS. 0.65% MIN. FOR CURVED CONCRETE GUTTER SECTIONS.

REFERENCE TABLE				
TYPE OF STREETS	FRONTAGE	MIN. R.O.W.	ROADWAY	PAVEMENT
LOCAL STREETS	RESIDENTIAL	66'	34'	32'
COLLECTOR STREETS	RESIDENTIAL PARKS	66'	38'	36'
	INDUSTRIAL COMMERCIAL	66'	44'	42'
SECONDARY ARTERIALS	RESIDENTIAL PARKS	66'	42' (TW 50')	40' (TW 48')
	INDUSTRIAL COMMERCIAL	66'	44' (TW 50')	42' (TW 48')
PRIMARY ARTERIALS (MINIMUM R.O.W. DESIGN)	ALL	100'	2 @ 33' (14' MEDIAN)	2 @ 31'
PRIMARY ARTERIALS (PREFERRED DESIGN)	ALL	108'	2 @ 36'	2 @ 34'



	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	STANDARD ALLEY SECTION		
			DATE	SHEET	DRAWN BY
			12/12/06	A-1-2	CDOT

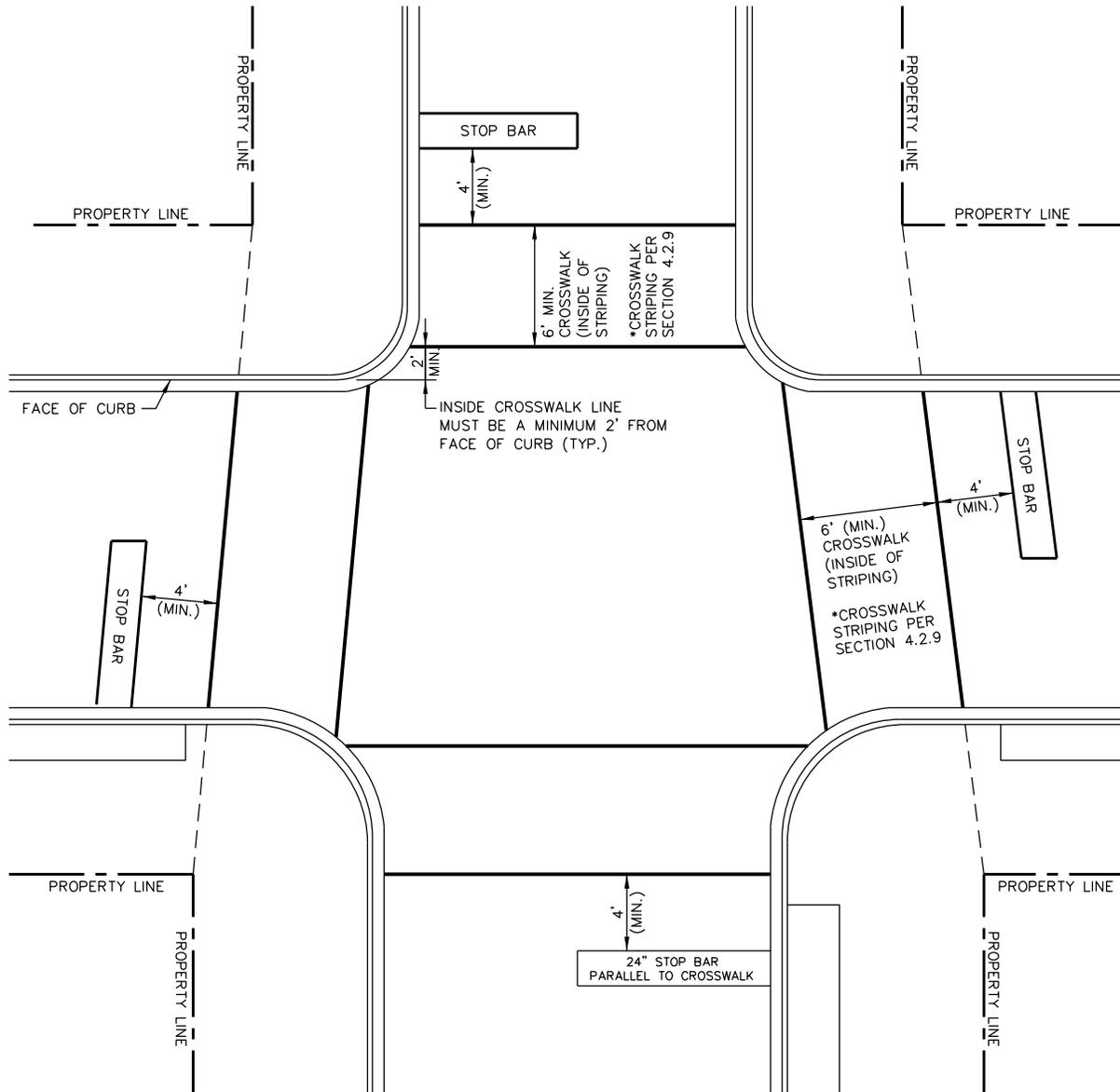
**NOTES:**

TYPICAL CROSSWALK CONSISTS OF TWO PROJECTED LINES, ONE OF THEM A PROJECTION OF THE PROPERTY LINE AND THE OTHER PARALLEL AS DEFINED BY SIDEWALK WIDTH.

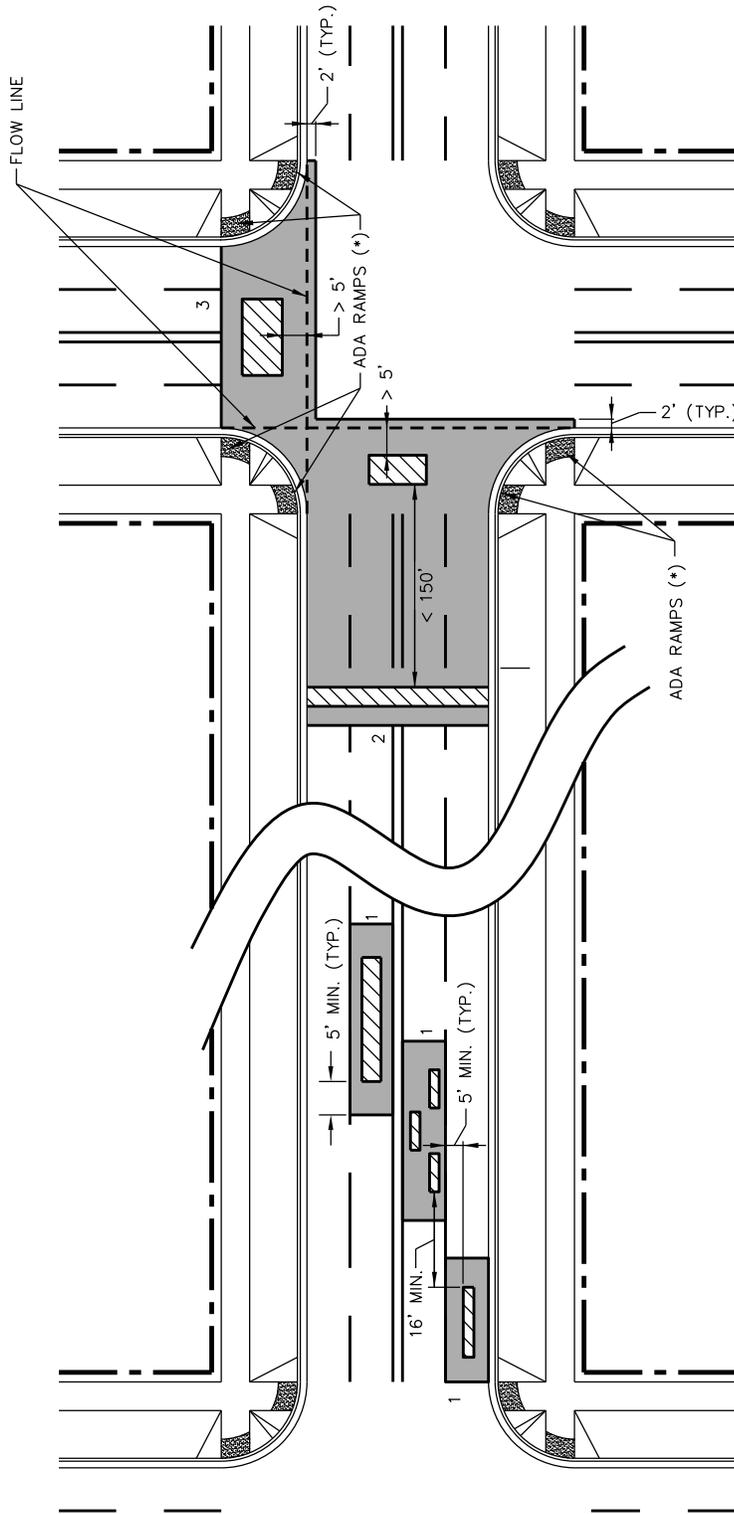
WHERE CROSSWALK LOCATIONS ARE DEFINED BY SPECIFIC CURB RAMP SITUATIONS, THE ABOVE TYPICAL LAYOUT MAY NOT APPLY. SEE CURB RAMP LAYOUTS IN APPENDIX B FOR ADDITIONAL CROSSWALK DETAILS.

FOR CROSSWALKS AT INTERSECTIONS WHERE PROPERTY LINES ARE NOT AT 90 DEGREES, ALIGN THE PROPERTY LINES (SEE DASHED LINE BELOW) TO LOCATE INNER CROSSWALK LINE.

SEE SECTION 4.2.9 AND SHEET A-7-1 FOR GUIDELINES REGARDING THE LAYOUT OF CONTINENTAL AND LADDER MARKINGS.



DATE		REVISION		CITY OF CHICAGO		
1/1/2014		REVISION 1		INTERSECTION CROSSWALK LAYOUT		
				DATE	SHEET	DRAWN BY
				01/10/07	A-1-3	CDOT



**SCENARIO**  
 ASPHALT RESTORATION LIMITS ARE SHOWN ONLY  
 FOR EACH OF THE FOLLOWING SCENARIOS:

- (1) 1/4 POINT LONGITUDINAL ASPHALT RESTORATION.
- (2) FULL WIDTH LATERAL ASPHALT RESTORATION.
- (3) ASPHALT RESTORATION TO FLOW LINE.

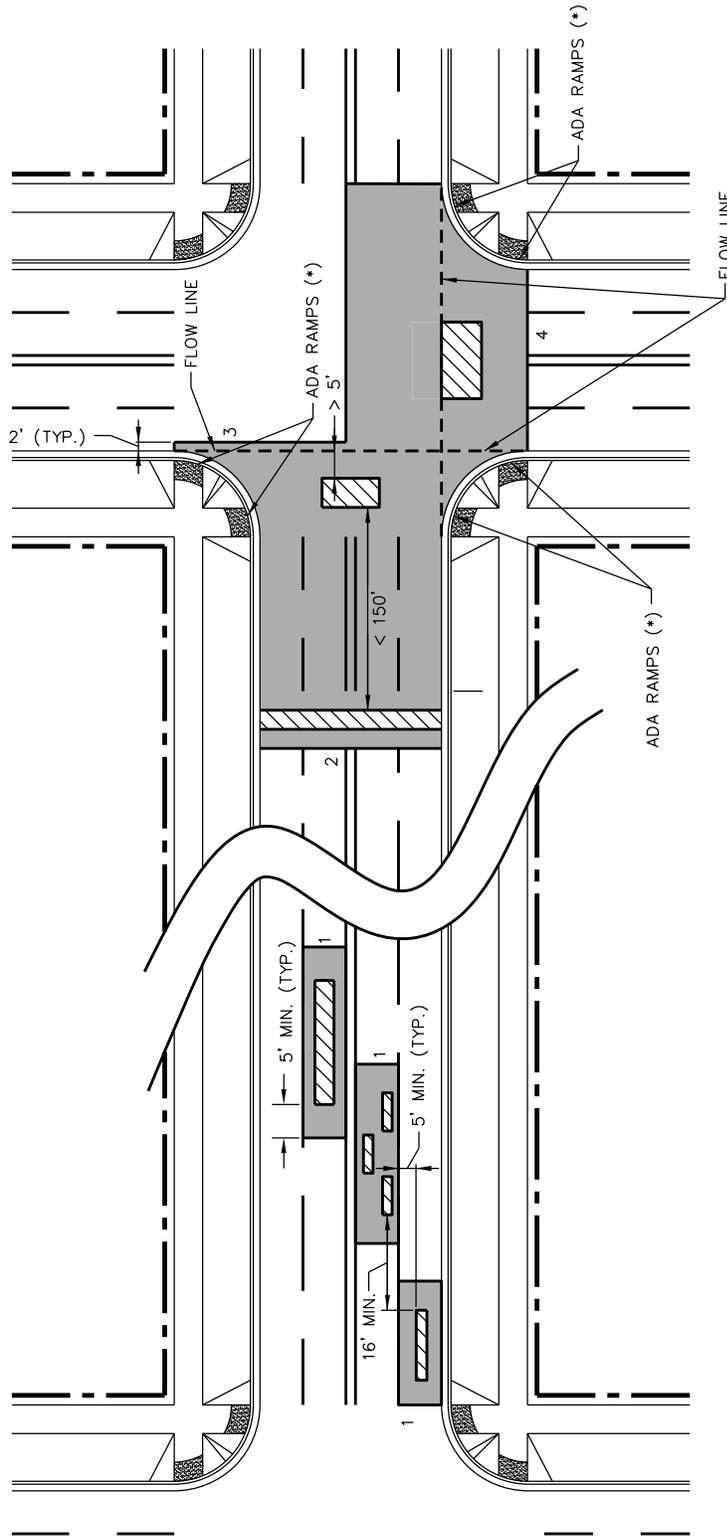
- LEGEND**
-  UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE
  -  CITY STANDARD FOR ASPHALT RESTORATION

\* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B. THESE RAMPS SHALL BE RESTORED IF NONCOMPLIANT.

NOTE:  
 WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.



DATE		REVISION		CITY OF CHICAGO		
1/1/2014		REVISION 1		STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
1/1/2016		REVISION 2				
				DATE	SHEET	DRAWN BY
				01/03/07	A-2-1A	CDOT



**SCENARIO**

ASPHALT RESTORATION LIMITS ARE SHOWN ONLY FOR EACH OF THE FOLLOWING SCENARIOS:

- (1) 1/4 POINT LONGITUDINAL ASPHALT RESTORATION.
- (2) FULL WIDTH LATERAL ASPHALT RESTORATION.
- (3) ASPHALT RESTORATION TO FLOW LINE.
- (4) 1/2 POINT ASPHALT RESTORATION.

**LEGEND**

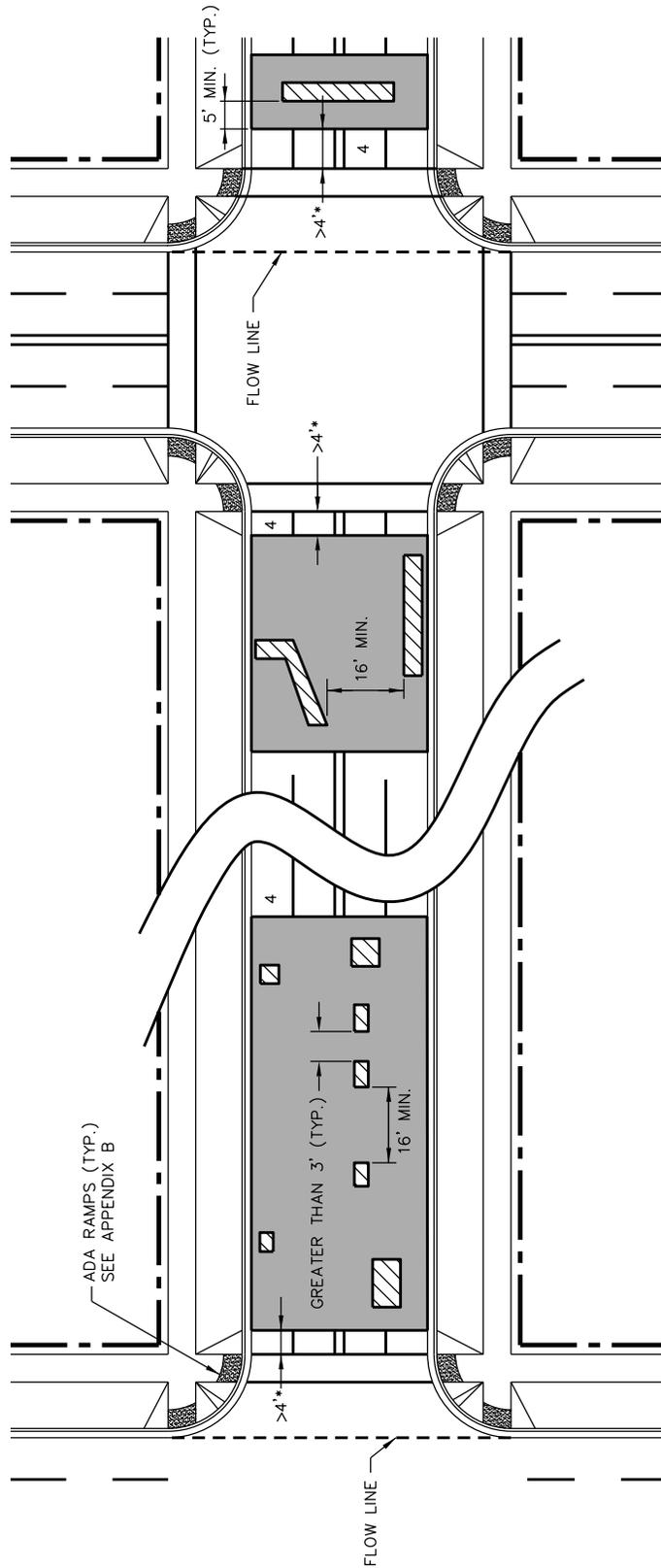
-  UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE
-  CITY STANDARD FOR ASPHALT RESTORATION

\* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B. THESE RAMPS SHALL BE RESTORED IF NONCOMPLIANT.

NOTE: WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.



DATE		REVISION		CITY OF CHICAGO		
1/1/2014		REVISION 1		STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
1/1/2016		REVISION 2				
				DATE	SHEET	DRAWN BY
				01/03/07	A-2-1B	CDOT



**SCENARIO**

ASPHALT RESTORATION LIMITS ARE SHOWN ONLY FOR EACH OF THE FOLLOWING SCENARIOS:

- (1) 1/4 POINT LONGITUDINAL ASPHALT RESTORATION.
- (2) 1/2 POINT LONGITUDINAL ASPHALT RESTORATION.
- (3) 1/2 POINT LATERAL ASPHALT RESTORATION.
- (4) FULL-WIDTH ASPHALT RESTORATION.

NOTE:  
WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.

**LEGEND**

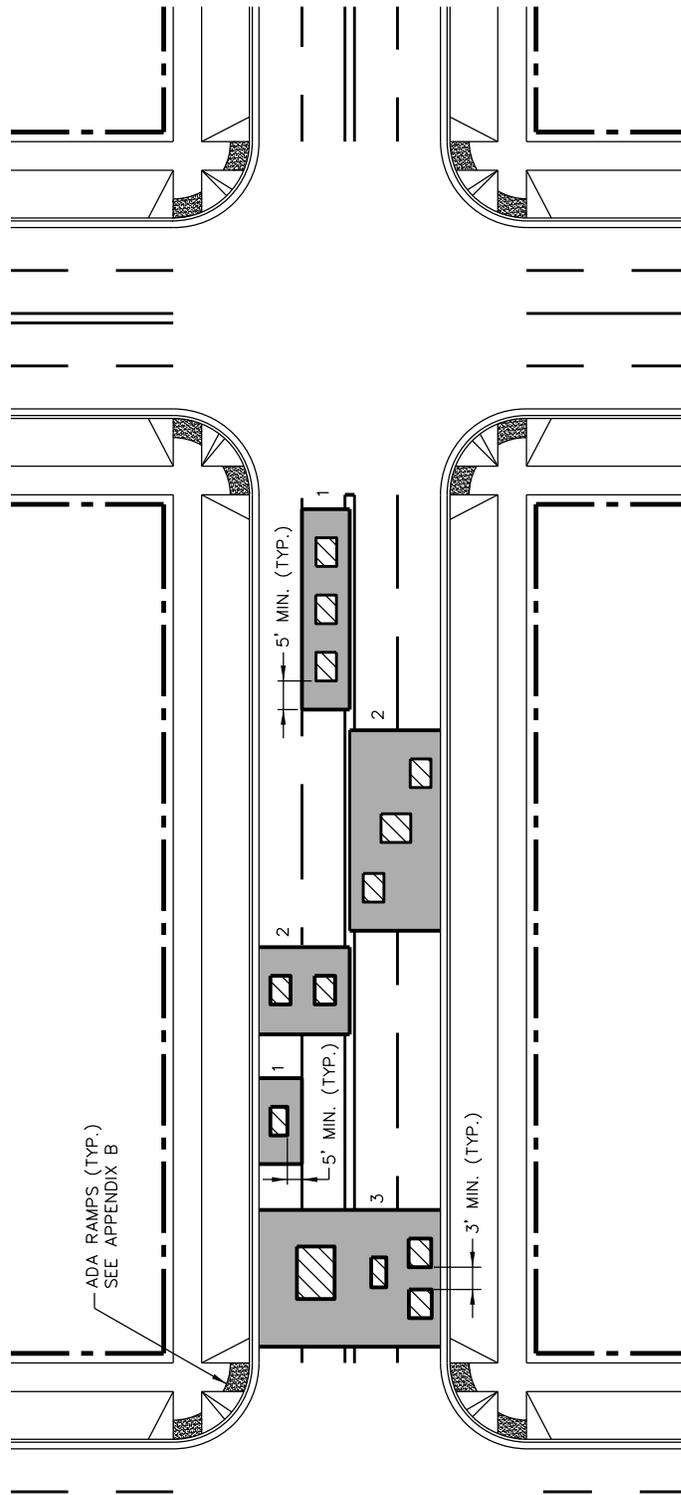
UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE

CITY STANDARD FOR ASPHALT RESTORATION

\* IF ASPHALT RESTORATION LIMIT IS LESS THAN 4' FROM THE CROSSWALK, THEN THE REPLACEMENT OF THE ADA RAMPS IS REQUIRED (IF NONCOMPLIANT).



DATE		REVISION		CITY OF CHICAGO		
1/1/2014		REVISION 1		STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
1/1/2016		REVISION 2				
				DATE	SHEET	DRAWN BY
				01/03/07	A-2-1C	CDOT



**LEGEND**

UTILITY TRENCH OR  
UTILITY STREET CUT  
WITHIN THIS ZONE

CITY STANDARD FOR  
ASPHALT RESTORATION

**SCENARIO**

ASPHALT RESTORATION LIMITS ARE SHOWN ONLY  
FOR EACH OF THE FOLLOWING SCENARIOS:

- (1) 1/4 POINT LONGITUDINAL  
ASPHALT RESTORATION.
- (2) 1/2 POINT LONGITUDINAL  
ASPHALT RESTORATION.
- (3) FULL-WIDTH  
ASPHALT RESTORATION.

**NOTE:**  
WHEN WORK IS PERFORMED ON A MORATORIUM STREET,  
THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS  
SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT  
WITH HOT POURED JOINT SEALER.

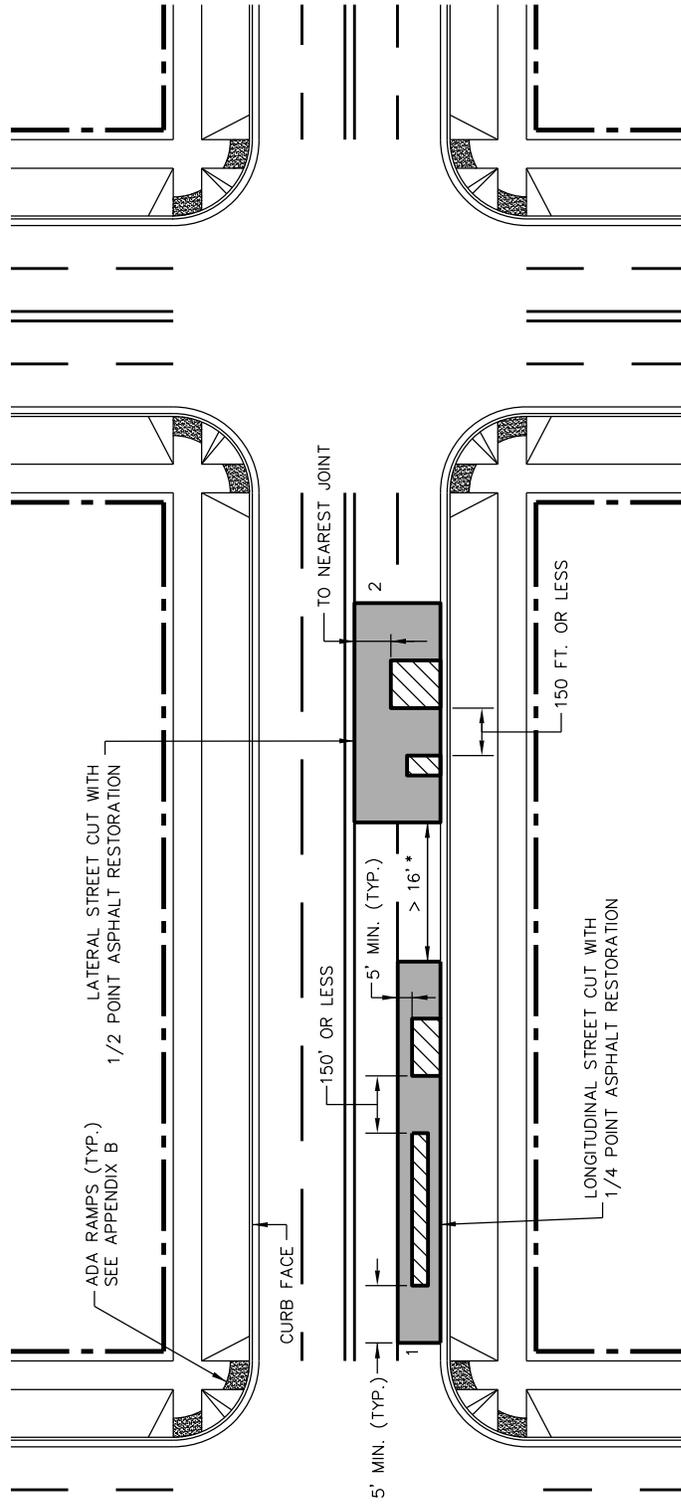
\* IF ASPHALT RESTORATION LIMIT IS LESS  
THAN 4' FROM THE CROSSWALK, THEN  
THE REPLACEMENT OF THE ADA RAMP  
IS REQUIRED (IF NONCOMPLIANT).



DATE	REVISION
1/1/2016	REVISION 1

CITY OF CHICAGO		
STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
DATE	SHEET	DRAWN BY
1/1/14	A-2-1D	CDOT

**STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS**  
**(2 OR MORE OPENINGS, WITHIN 2 YEARS & 150 FT.)**



**LEGEND**

UTILITY TRENCH OR  
 UTILITY STREET CUT  
 WITHIN THIS ZONE

CITY STANDARD FOR  
 ASPHALT RESTORATION

**\* IF ASPHALT RESTORATION LIMITS OF ONE CONTRACTOR ARE WITHIN 16' OF THE LIMITS PREVIOUSLY PAVED BY ANOTHER CONTRACTOR, THEN THAT CONTRACTOR SHALL EXTEND THE ASPHALT RESTORATION TO THE EXISTING LIMITS.**

**SCENARIO**

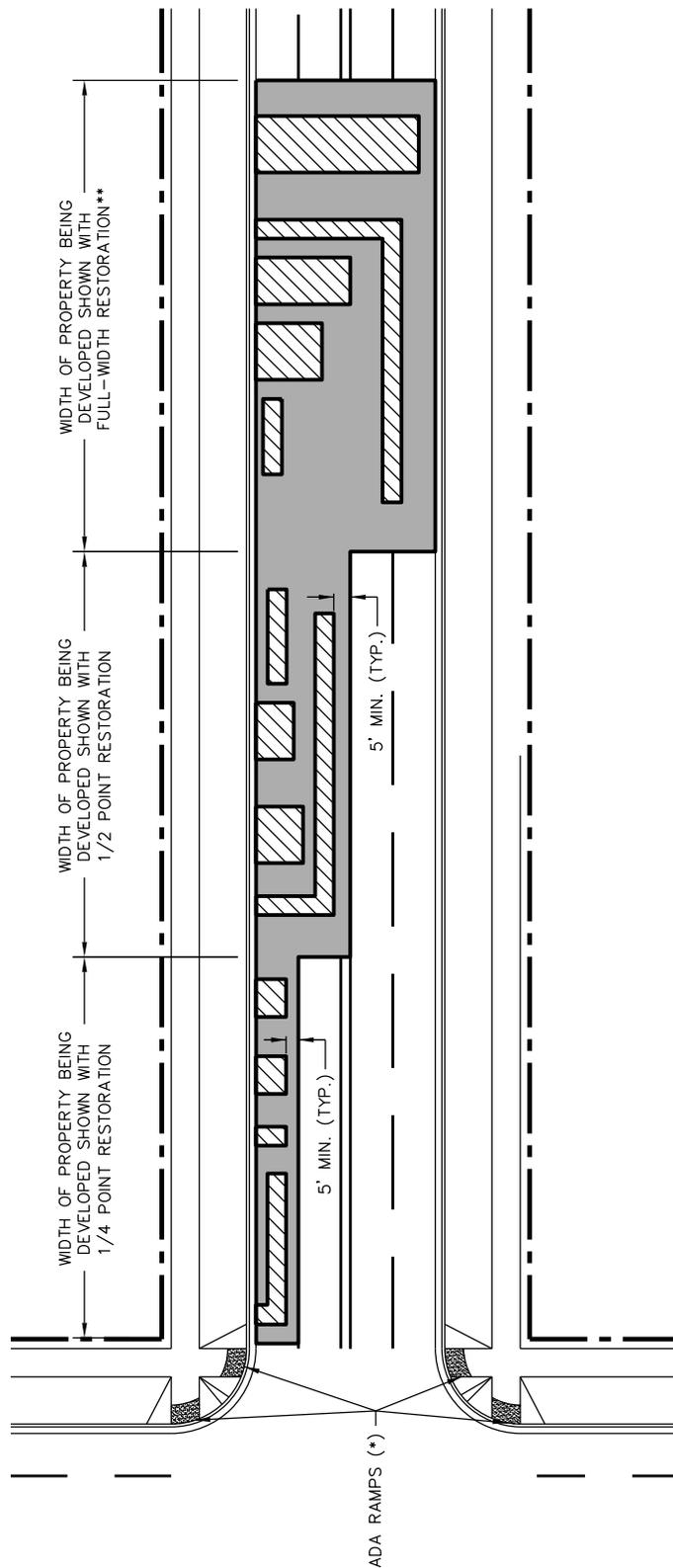
ASPHALT RESTORATION LIMITS ARE SHOWN ONLY FOR EACH OF THE FOLLOWING SCENARIOS:

- (1) 1/4 POINT LONGITUDINAL ASPHALT RESTORATION.
- (2) 1/2 POINT LONGITUDINAL ASPHALT RESTORATION.

**NOTE:**  
 WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.



	DATE	REVISION	CITY OF CHICAGO		
	3/26/2012	REVISION 1	STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
	6/22/2012	REVISION 2			
	1/1/2014	REVISION 3	DATE	SHEET	DRAWN BY
1/1/2016	REVISION 4	01/04/07	A-2-1E	CDOT	



**LEGEND**

-  UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE
-  CITY STANDARD FOR ASPHALT RESTORATION

\* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B. THESE RAMPS SHALL BE RESTORED IF NONCOMPLIANT.

\*\* FOR BIDDING PURPOSES, A DEVELOPER SHOULD ASSUME, AT MINIMUM, CURB-TO-CURB RESTORATION AT A LIMIT BEYOND THE PROPERTY LIMITS.

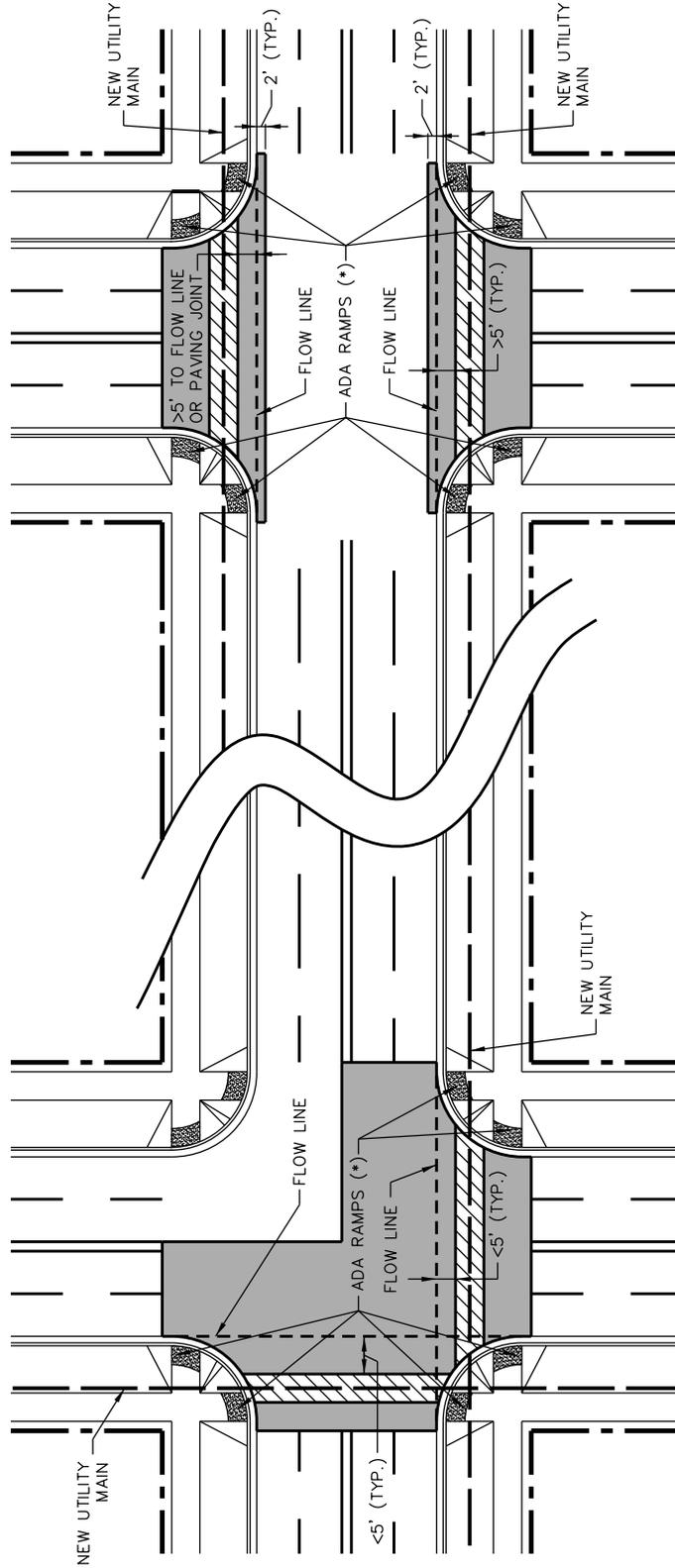
NOTE: WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT Poured JOINT SEALER.



	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
	1/1/2016	REVISION 2			
			DATE	SHEET	DRAWN BY
			01/05/07	A-2-1F	CDOT

**TWO UTILITY CUTS 5' OR GREATER FROM FLOW LINE**

**TWO UTILITY CUTS 5' OR LESS FROM FLOW LINE**



**LEGEND**

UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE

CITY STANDARD FOR ASPHALT RESTORATION

\* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B. THESE RAMPS SHALL BE RESTORED IF NONCOMPLIANT.

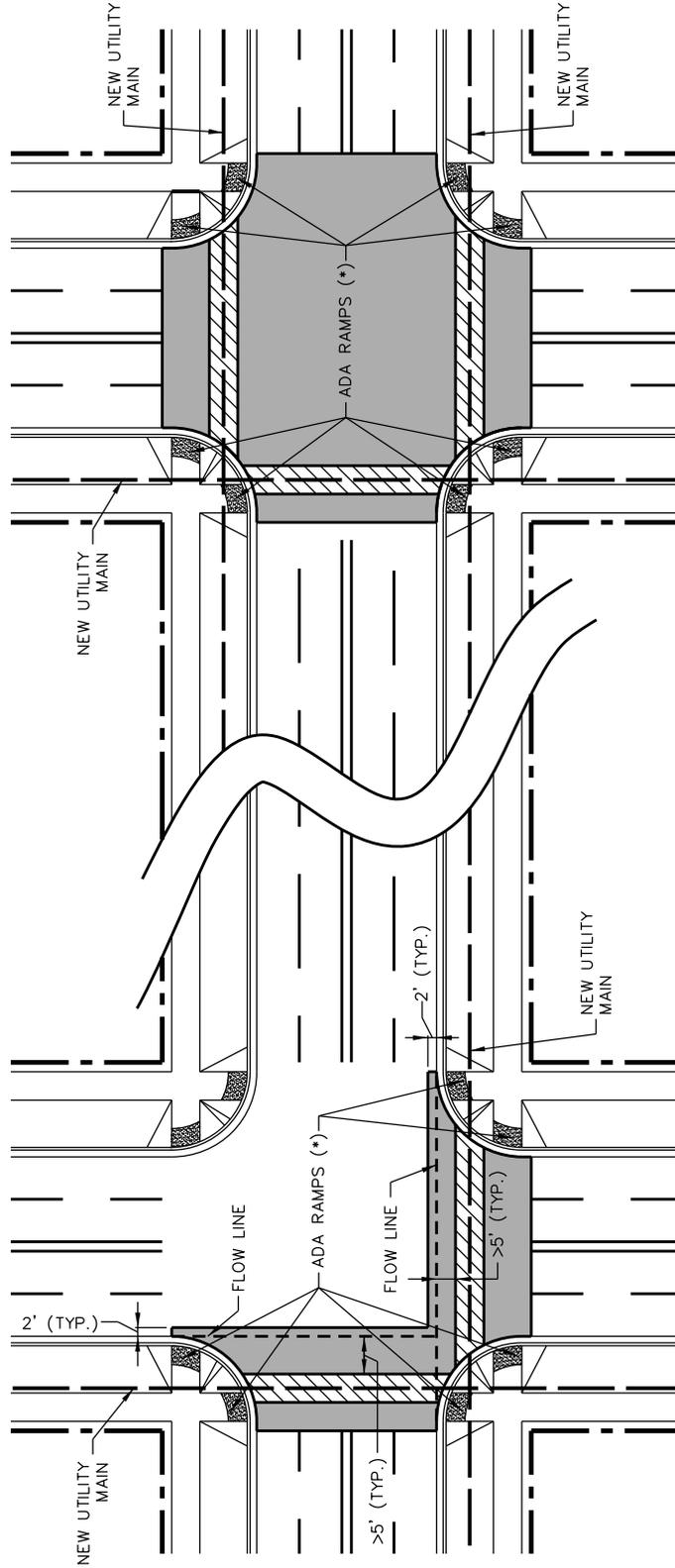
NOTE: WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.



DATE		REVISION		CITY OF CHICAGO		
1/1/2016		REVISION 1		STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
				DATE	SHEET	DRAWN BY
				1/1/14	A-2-1G	CDOT

**THREE UTILITY CUTS – FULL INTERSECTION RESTORATION**

**TWO UTILITY CUTS 5' OR GREATER FROM FLOW LINE**



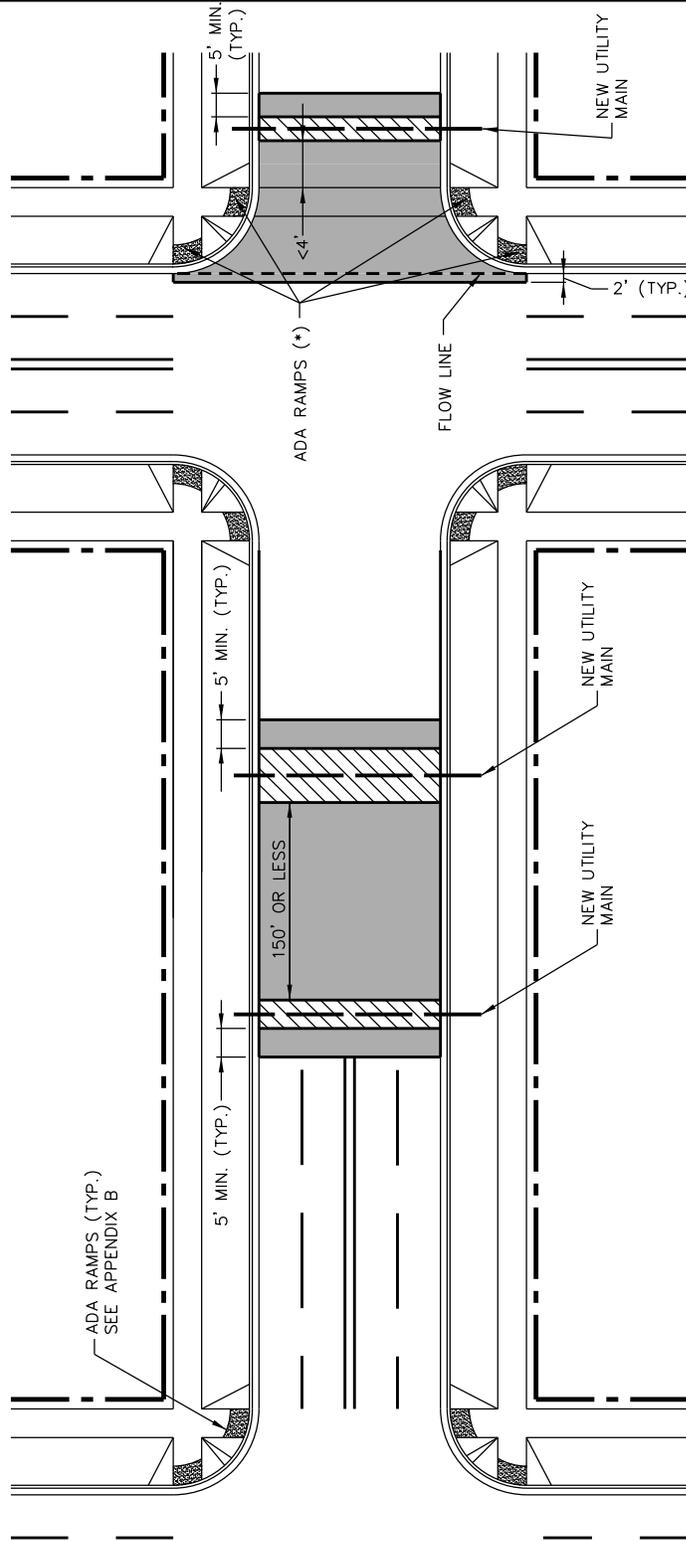
- LEGEND**
-  UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE
  -  CITY STANDARD FOR ASPHALT RESTORATION

**\* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B. THESE RAMPS SHALL BE RESTORED IF NONCOMPLIANT.**

**NOTE:**  
WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.



DATE		REVISION		CITY OF CHICAGO		
1/1/2016		REVISION 1		STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
				DATE	SHEET	DRAWN BY
				1/1/14	A-2-1H	CDOT



- LEGEND**
-  UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE
  -  CITY STANDARD FOR ASPHALT RESTORATION

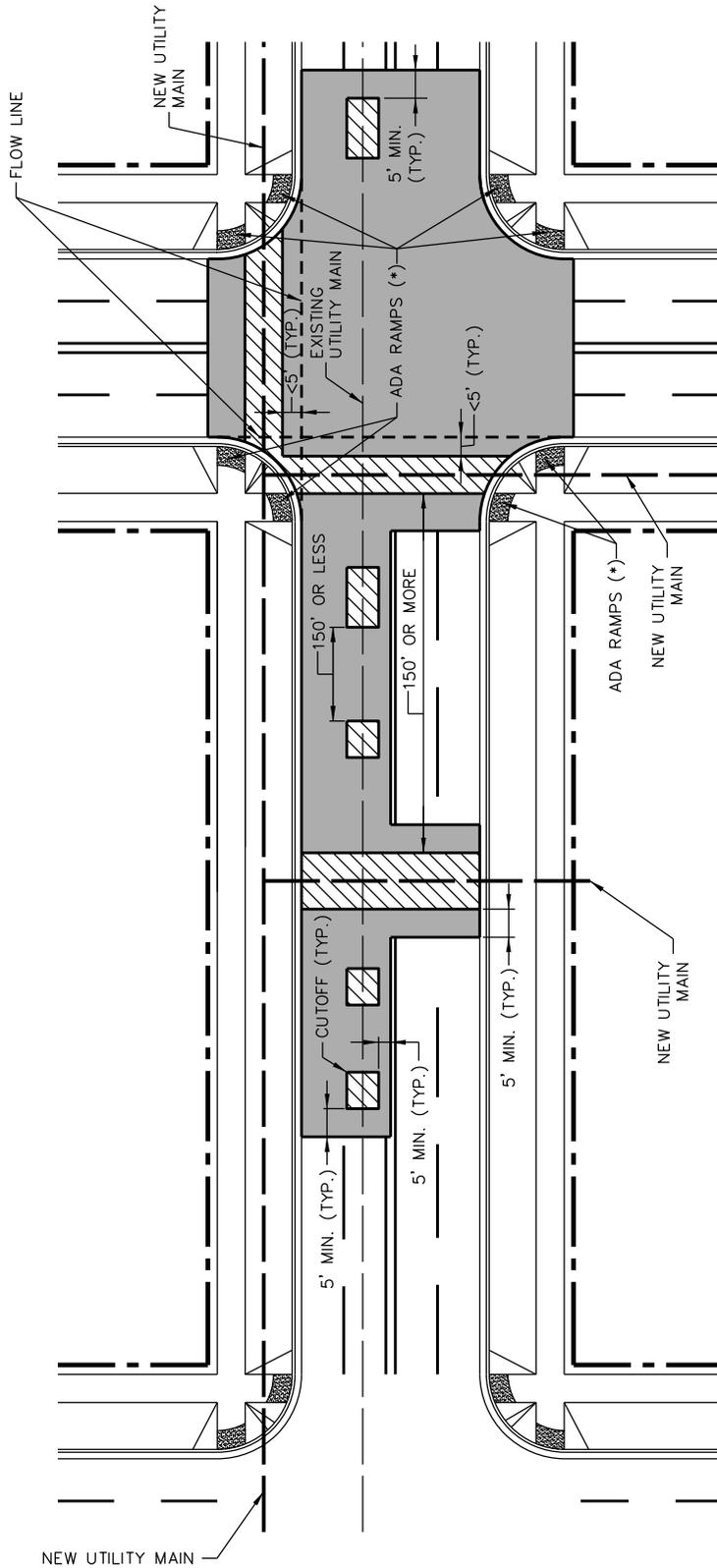
**\* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B. THESE RAMPS SHALL BE RESTORED IF NONCOMPLIANT.**

**NOTE:**  
 WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.



DATE	REVISION
1/1/2016	REVISION 1

CITY OF CHICAGO		
STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
DATE	SHEET	DRAWN BY
1/1/14	A-2-1I	CDOT



- LEGEND**
-  UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE
  -  CITY STANDARD FOR ASPHALT RESTORATION

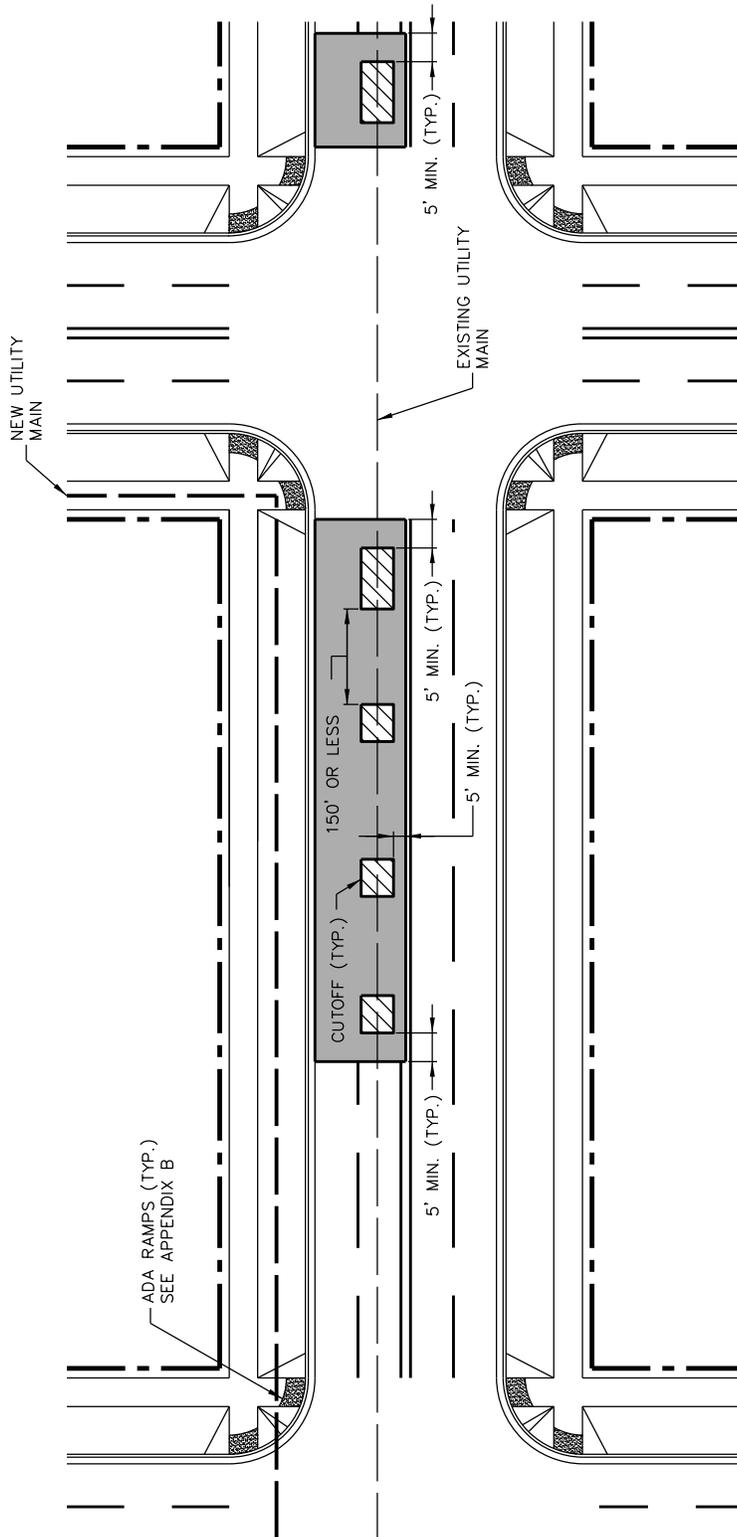
\* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMP, SEE APPENDIX B. THESE RAMP SHALL BE RESTORED IF NONCOMPLIANT.

NOTE:  
WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.



DATE	REVISION
1/1/2016	REVISION 1

CITY OF CHICAGO		
STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
DATE	SHEET	DRAWN BY
1/1/14	A-2-1J	CDOT

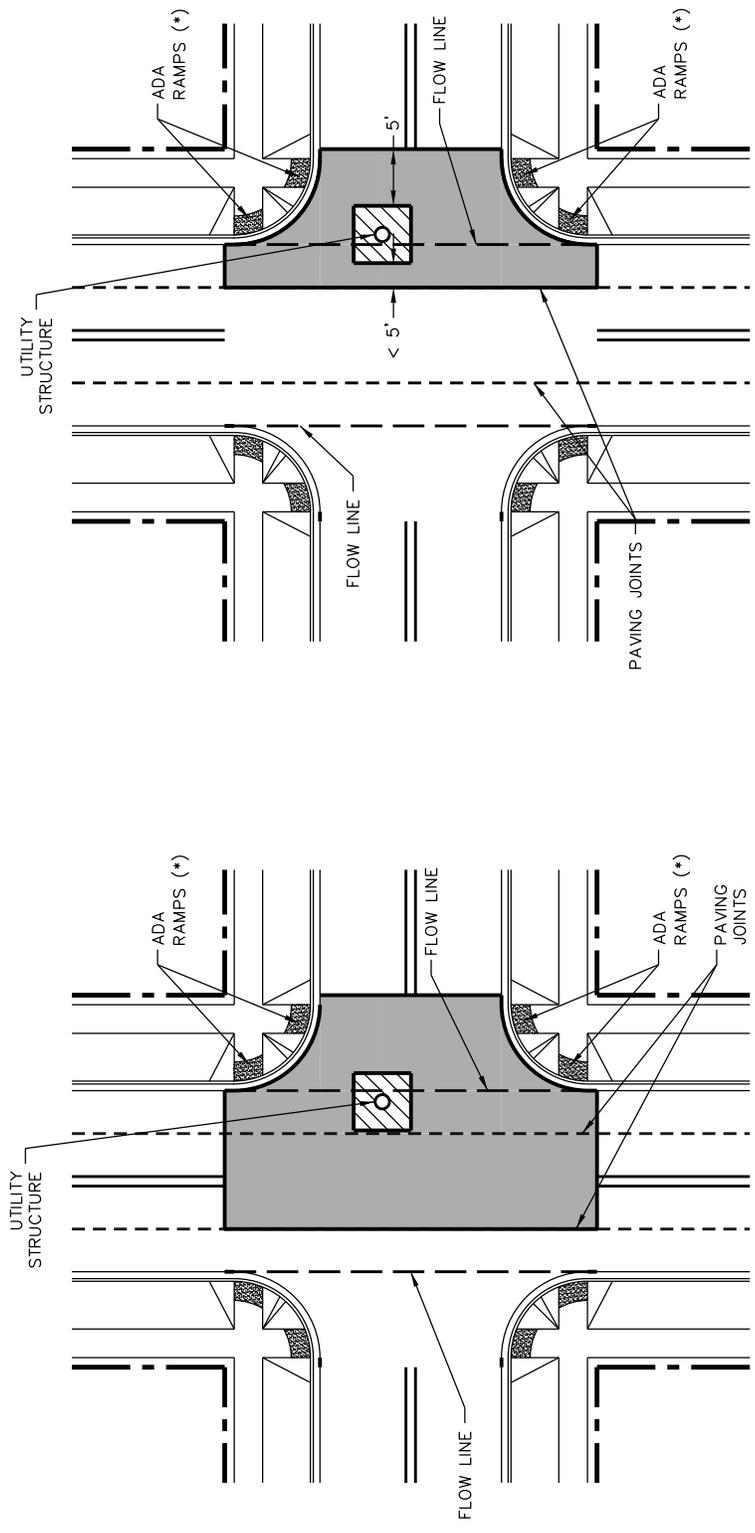


- LEGEND**
-  UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE
  -  CITY STANDARD FOR ASPHALT RESTORATION

NOTE:  
 WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.



DATE	1/1/2016	REVISION	CITY OF CHICAGO		
		REVISION 1	STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
DATE	1/1/14	SHEET	A-2-1K	DRAWN BY	CDOT



- LEGEND**
-  UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE
  -  CITY STANDARD FOR ASPHALT OR CONCRETE RESTORATION

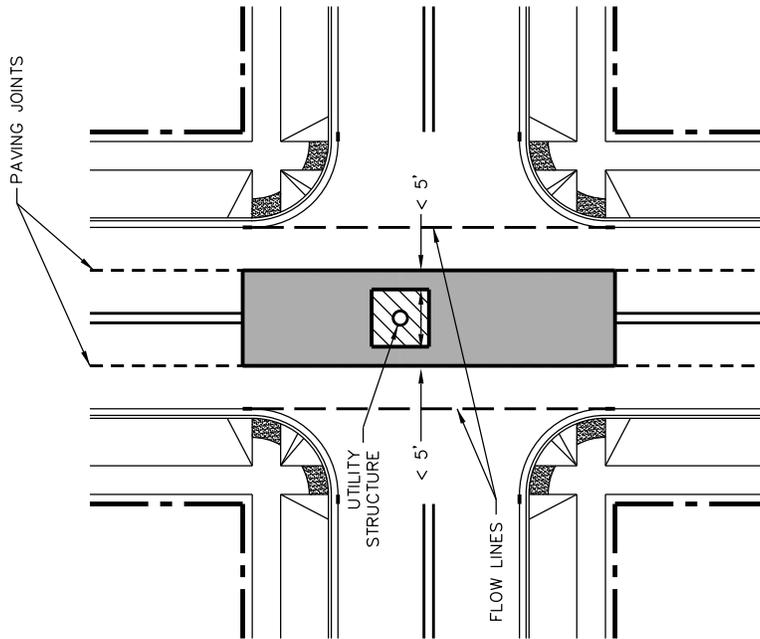
**\* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B**

FINAL PAVING LIMITS DETERMINED AND APPROVED BY CDOT

**NOTE:** WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.



DATE	REVISION	CITY OF CHICAGO		
		STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
		DATE	SHEET	DRAWN BY
		1/1/16	A-2-1L	CDOT



- LEGEND**
-  UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE
  -  CITY STANDARD FOR ASPHALT OR CONCRETE RESTORATION

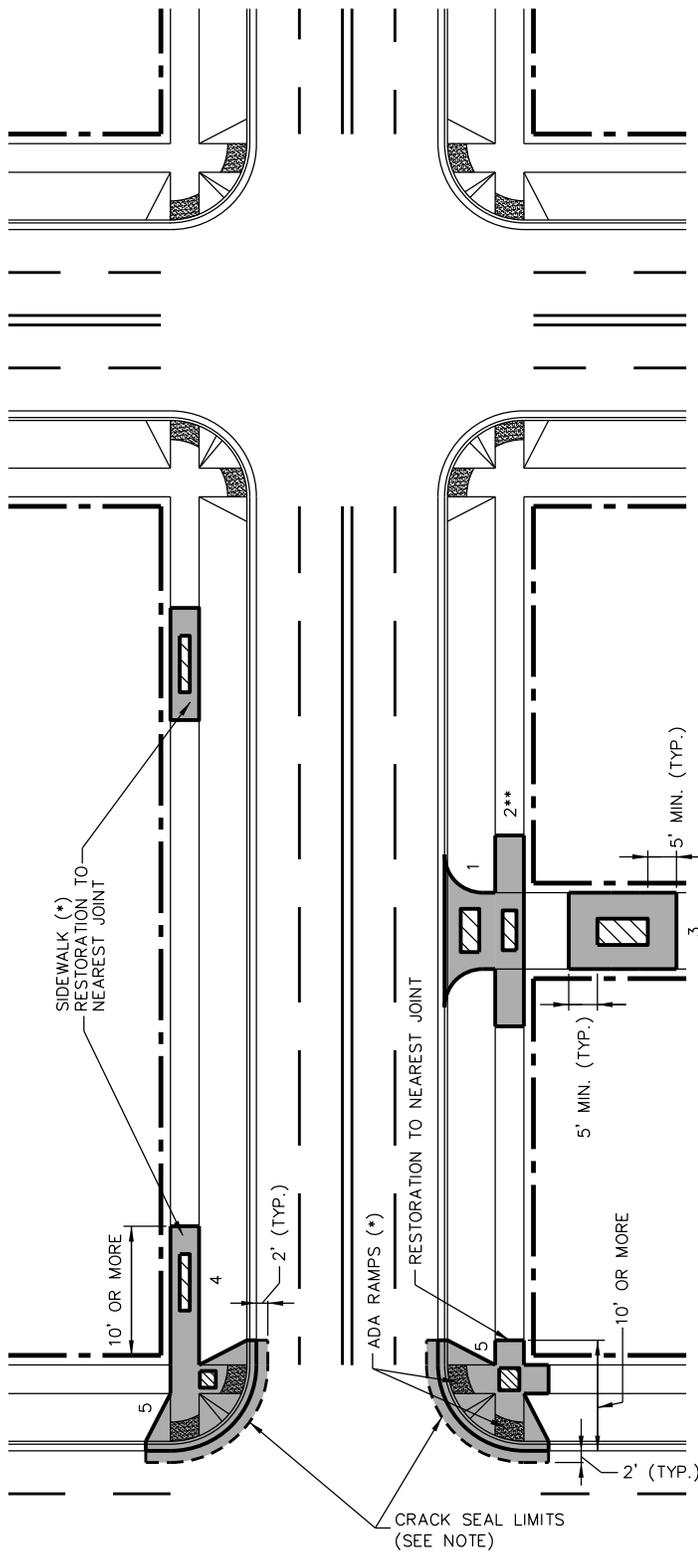
**\* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B**

**NOTE:**  
 WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.

FINAL PAVING LIMITS DETERMINED AND APPROVED BY CDOT



DATE	REVISION	CITY OF CHICAGO		
		STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
		DATE	SHEET	DRAWN BY
		1/1/16	A-2-1M	CDOT



**SCENARIO**

ASPHALT RESTORATION LIMITS ARE SHOWN ONLY FOR EACH OF THE FOLLOWING SCENARIOS:

- (1) FULL ALLEY APRON.
- (2) APRON & SIDEWALK CONSTRUCTED PER APPENDIX B. IF CROSS SLOPE CAN'T BE ATTAINED, THE ADJACENT RAMP AND SIDEWALK WILL BE REQUIRED TO BE REMOVED AND REPLACED.
- (3) FULL WIDTH OF ALLEY & 5' BEYOND UTILITY CUT OR TRENCH.
- (4) REPLACEMENT OF SIDEWALK, 10' OR GREATER AND ADJACENT TO ADA RAMPS.
- (5) FULL REPLACEMENT OF ADA RAMPS IF NONCOMPLIANT (IF COMPLIANT, THEN REPLACEMENT OF SECTION REMOVED).

NOTE: WHEN WORK IS PERFORMED ON A MORATORIUM STREET, THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH HOT POURED JOINT SEALER.

**LEGEND**

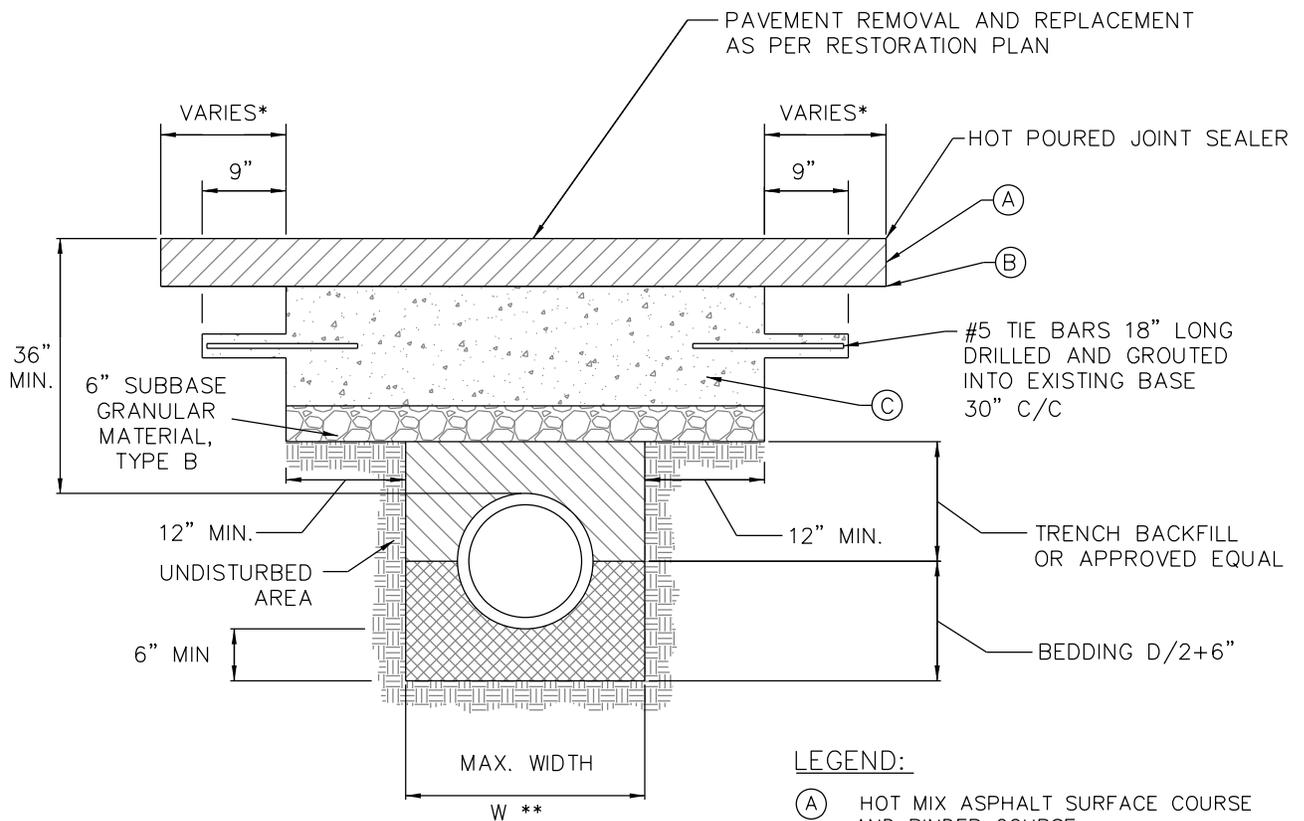
-  UTILITY TRENCH OR UTILITY STREET CUT WITHIN THIS ZONE
-  CITY STANDARD FOR ASPHALT OR CONCRETE RESTORATION

\* FOR ADA REQUIREMENTS FOR SIDEWALKS, SIDEWALK RAMPS, SEE APPENDIX B

\*\* FOR ADA AND ALLEY REQUIREMENTS, SEE APPENDIX B



DATE		REVISION		CITY OF CHICAGO		
1/1/16		REVISION 1		STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
				DATE	SHEET	DRAWN BY
				1/1/14	A-2-1N	CDOT



LEGEND:

- (A) HOT MIX ASPHALT SURFACE COURSE AND BINDER COURSE
- (B) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)
- (C) PCC BASE COURSE

\* PAVEMENT SHALL BE REMOVED & REPAVED TO NEAREST CONSTRUCTION JOINT IF TRENCH EDGE IS 5' OR LESS FROM JOINT. (OR AS REQUIRED BY THE COMMISSIONER)

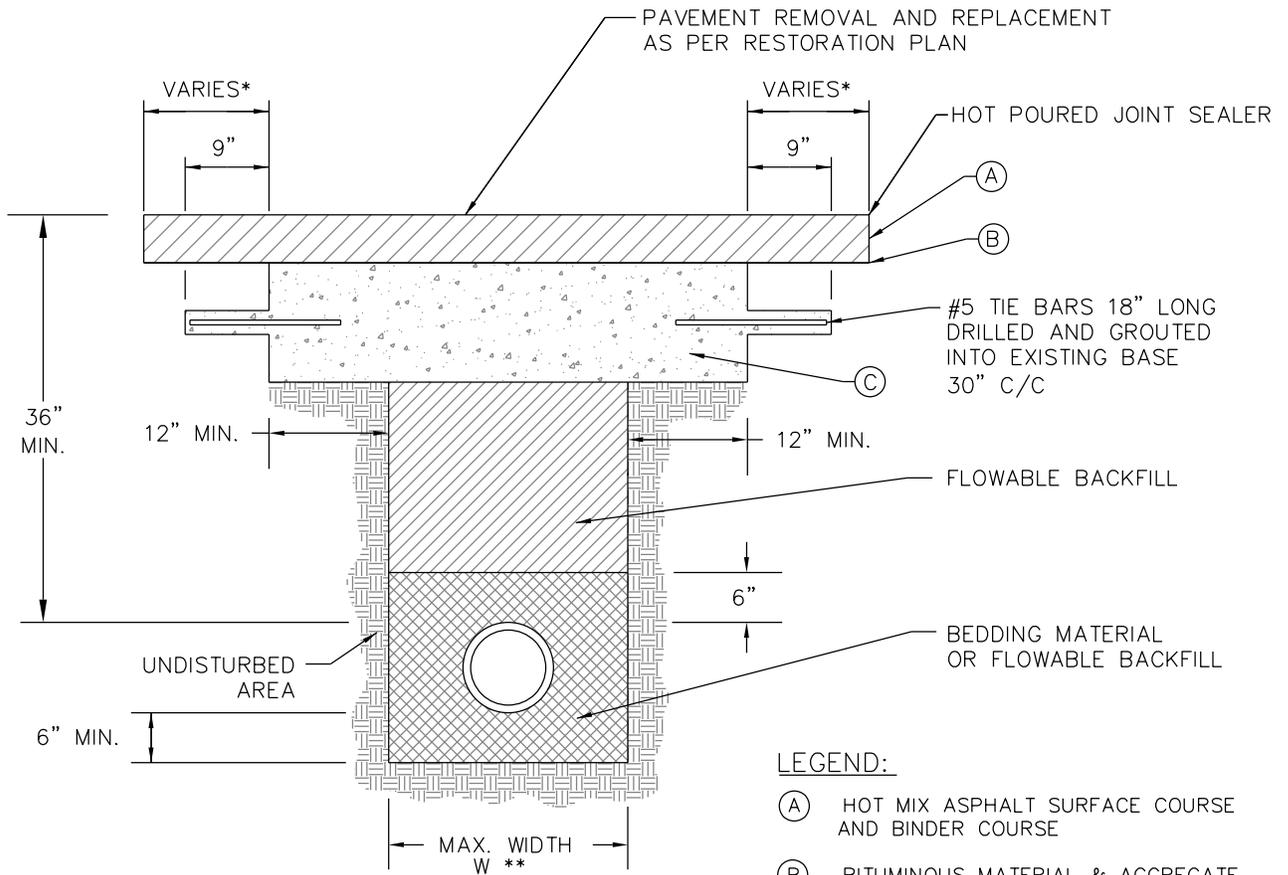
\*\*  $W = 9" + \text{O.D.} + 9"$ , WHEN TRENCH DEPTH  $\leq 5$  FT.  
 $W = 18" + \text{O.D.} + 18"$ , WHEN TRENCH DEPTH  $> 5$  FT.

NOTES:

1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 8" OR MORE (SEE SECTION 4.2b FOR REQUIRED THICKNESS). FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN THE IDOT SSRBC.
2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON BOTH SIDES OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF #5 TIE BARS, 18 INCHES LONG DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.
4. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).



DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	STREET PAVEMENT RESTORATION DETAIL WITH TRENCH BACKFILL		
1/27/2016	REVISION 2			
		DATE	SHEET	DRAWN BY
		12/12/06	A-2-2A	CDOT



**LEGEND:**

- (A) HOT MIX ASPHALT SURFACE COURSE AND BINDER COURSE
- (B) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)
- (C) PCC BASE COURSE

\* PAVEMENT SHALL BE REMOVED & REPAVED TO NEAREST CONSTRUCTION JOINT IF TRENCH EDGE IS 5' OR LESS FROM JOINT. (OR AS REQUIRED BY THE COMMISSIONER)

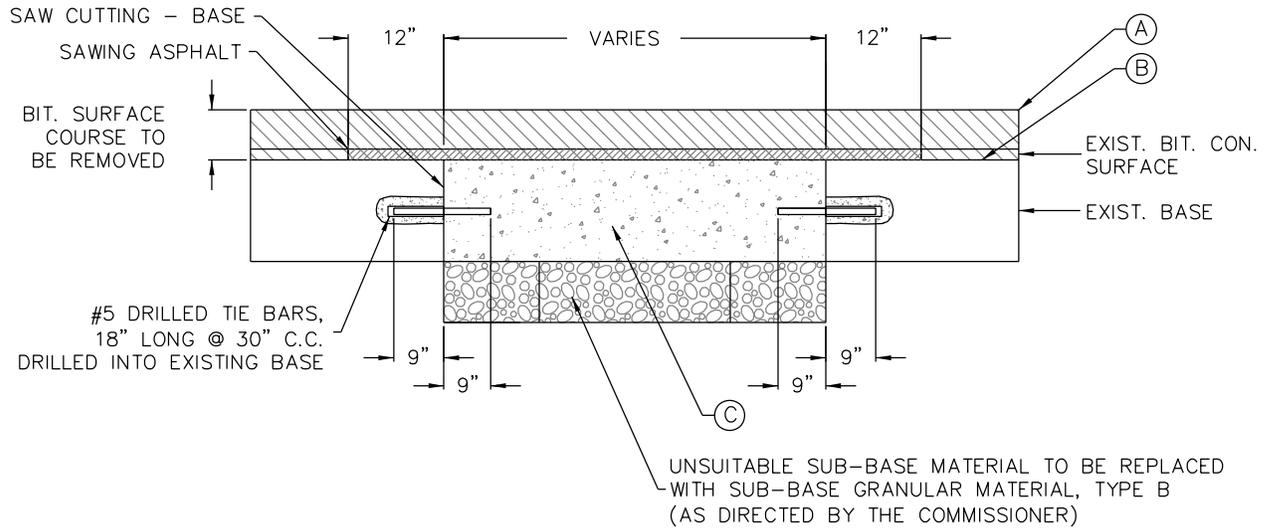
\*\*  $W = 9" + \text{O.D.} + 9"$ , WHEN TRENCH DEPTH  $\leq 5$  FT.  
 $W = 18" + \text{O.D.} + 18"$ , WHEN TRENCH DEPTH  $> 5$  FT.

**NOTES:**

1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 8" OR MORE (SEE SECTION 4.2b FOR REQUIRED THICKNESS). FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN THE IDOT SSRBC.
2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON BOTH SIDES OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF #5 TIE BARS, 18 INCHES LONG DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.
4. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).



DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	STREET PAVEMENT RESTORATION DETAIL WITH FLOWABLE FILL		
1/27/2016	REVISION 2			
		DATE	SHEET	DRAWN BY
		01/11/07	A-2-2B	CDOT



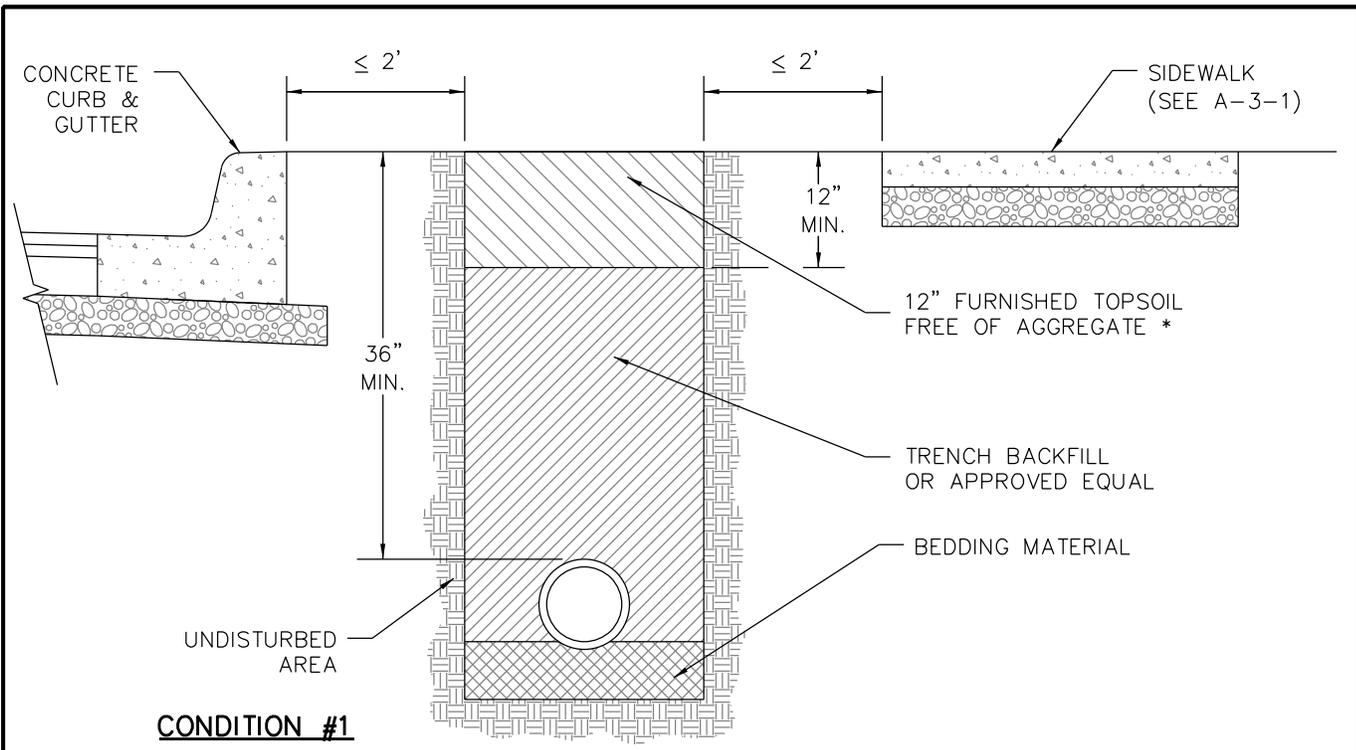
LEGEND:

- (A) HOT MIX ASPHALT SURFACE COURSE AND BINDER COURSE
- (B) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)
- (C) PCC BASE COURSE

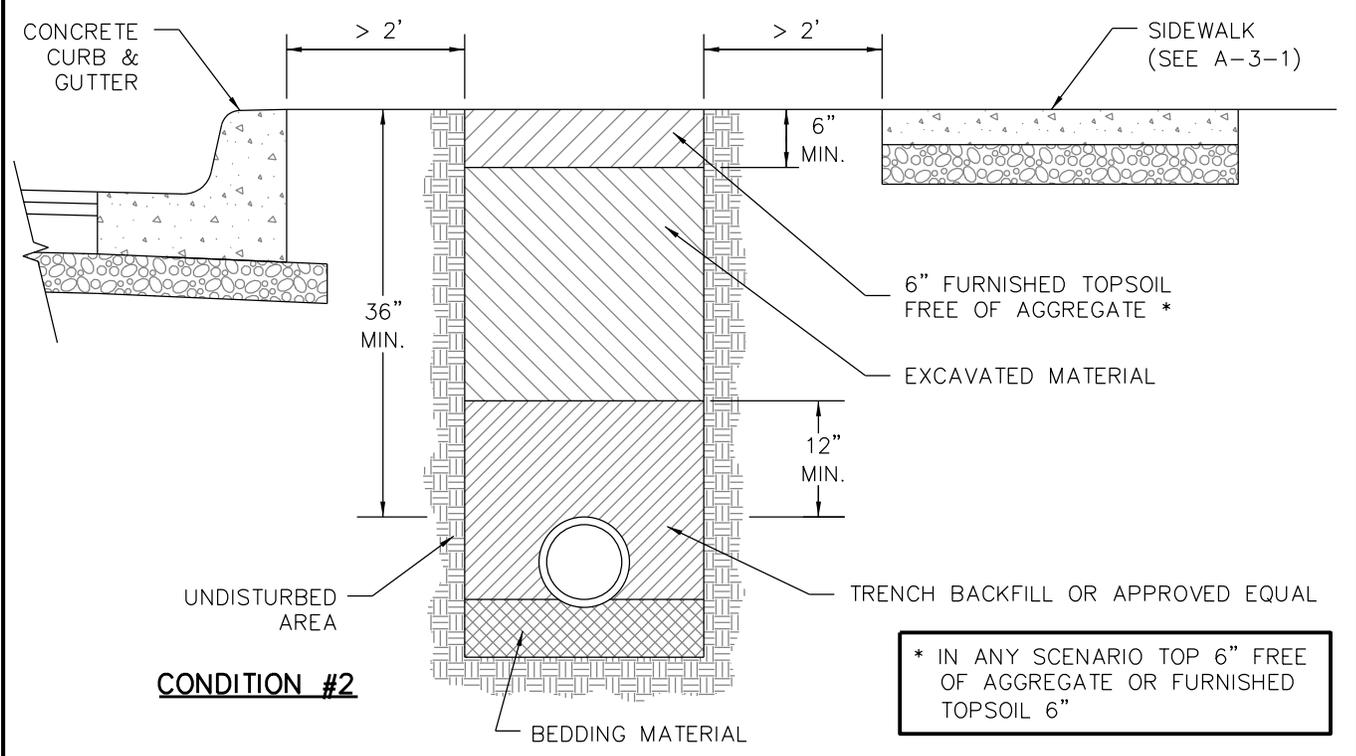
NOTES:

1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 8" OR MORE (SEE SECTION 4.2b FOR REQUIRED THICKNESS). FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN THE IDOT SSRBC.
2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON BOTH SIDES OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF #5 TIE BARS, 18 INCHES LONG DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.
4. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).

	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	PAVEMENT PATCHING AND PORTLAND CEMENT CONCRETE REPLACEMENT		
	1/27/2016	REVISION 2			
			DATE	SHEET	DRAWN BY
		01/11/07	A-2-2C	CDOT	



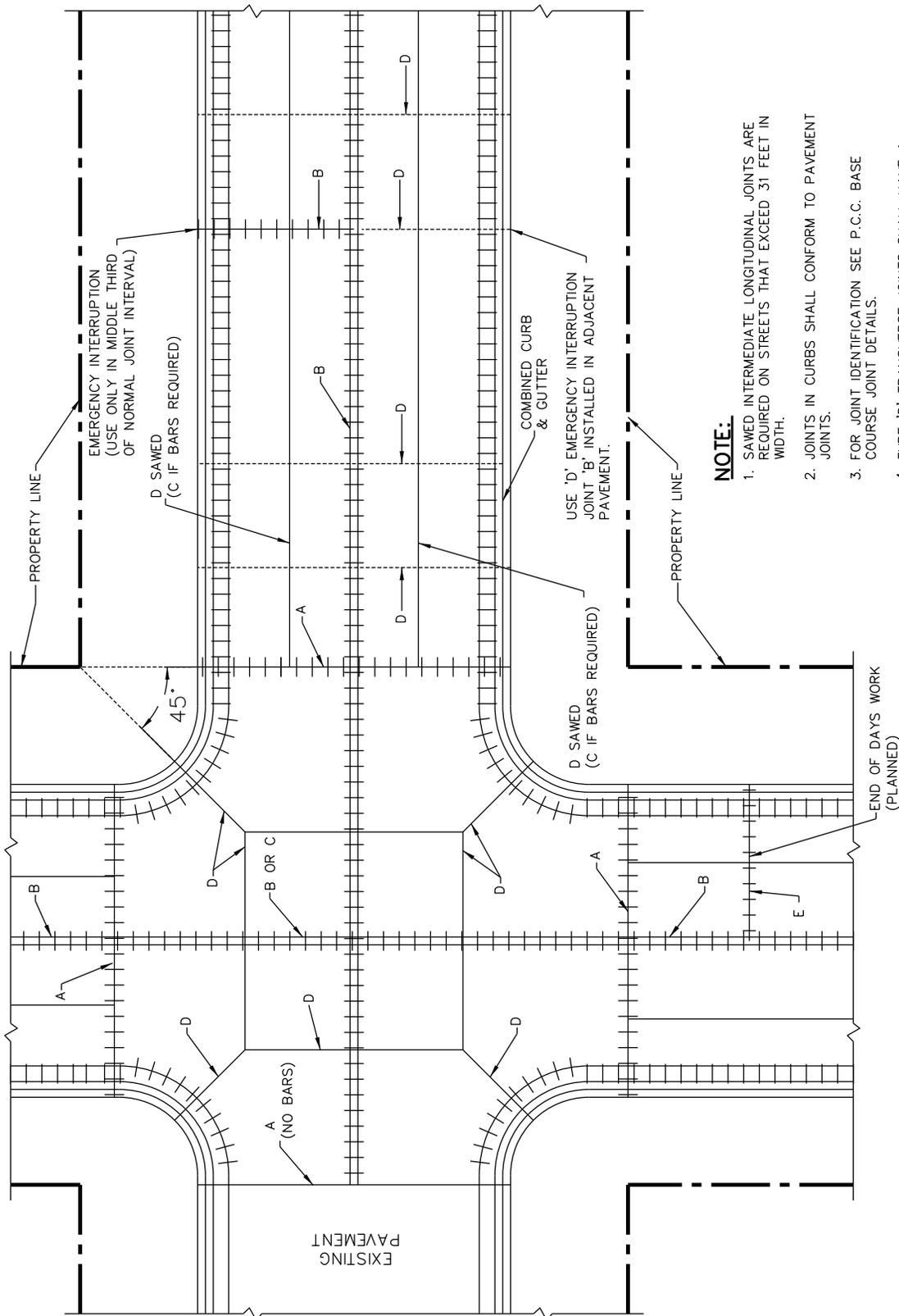
**CONDITION #1**



**CONDITION #2**

\* IN ANY SCENARIO TOP 6" FREE OF AGGREGATE OR FURNISHED TOPSOIL 6"

	DATE	REVISION	CITY OF CHICAGO		
			PARKWAY RESTORATION DETAIL		
			DATE	SHEET	DRAWN BY
			1/1/14	A-2-2D	CDOT



**NOTE:**

1. SAWED 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 SPACING OF 20 FEET ON ALL LONGITUDINAL CUTS THAT EXCEED 20 FEET IN LENGTH.
5. SEE SPECIAL PROVISION FOR JOINING P.C.C. PAVEMENT AND P.C.C. BASE.

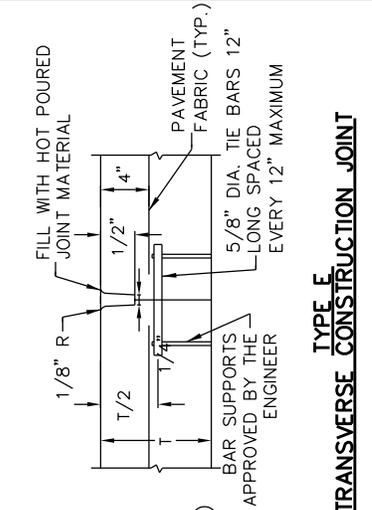
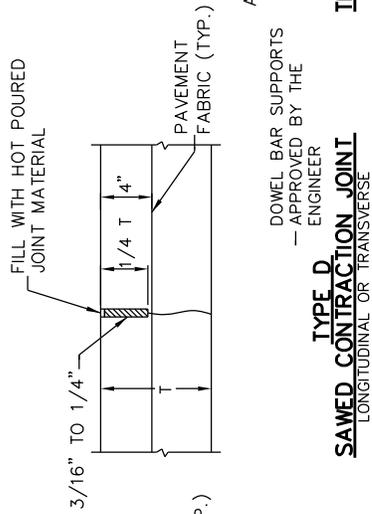
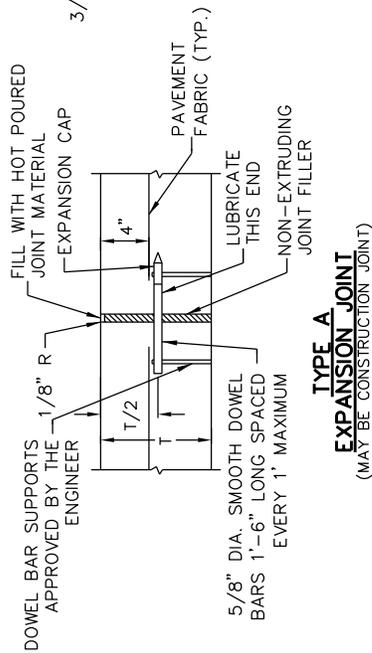


DATE	REVISION
1/1/2014	REVISION 1

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

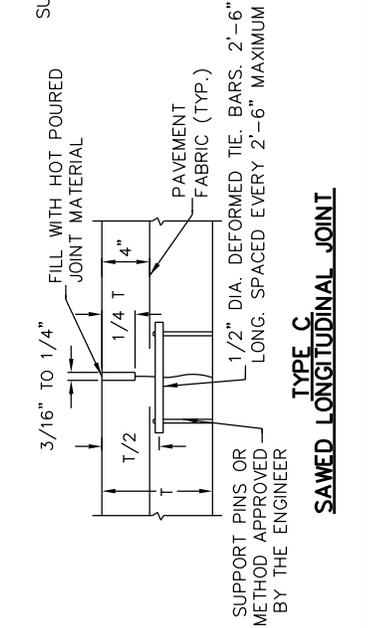
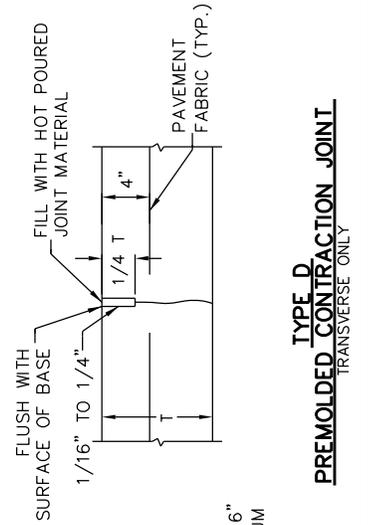
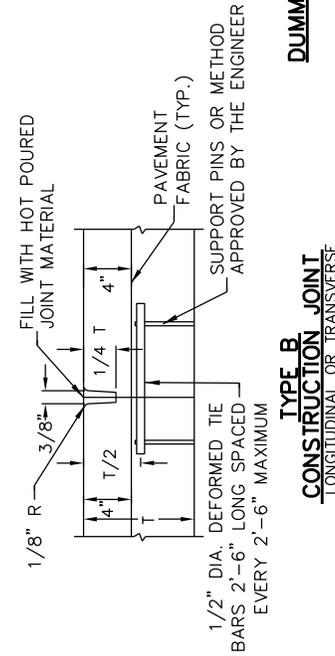
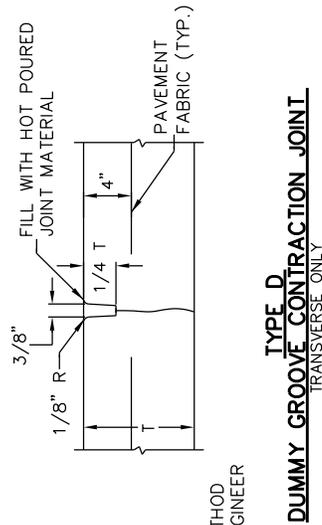
DATE	REVISION
1/1/2014	REVISION 1

CITY OF CHICAGO		
P.C.C. PAVEMENT JOINT DETAILS		
DATE	SHEET	DRAWN BY
12/26/06	A-2-3B	CDOT



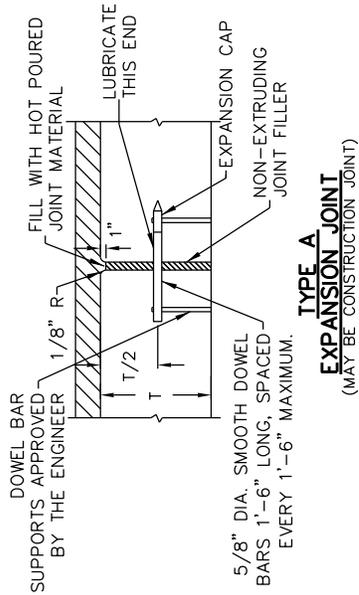
**NOTES:**

1. DEFORMED TIE BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53 WITH AN ELONGATION NOT LESS THAN 20%.
2. HOT POURED JOINT MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO SPECIFICATION M-173-60 FOR CONCRETE JOINT SEALER.
3. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED.
4. SPLIT BOARD HEADERS WILL NOT BE ALLOWED.

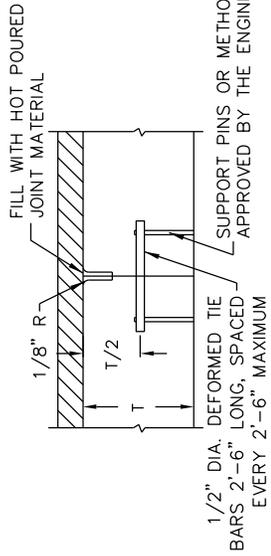
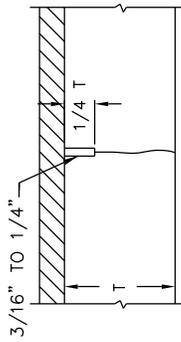


DATE	REVISION
1/1/2014	REVISION 1

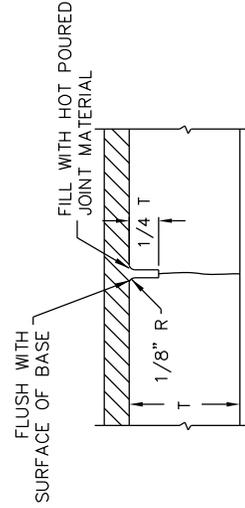
CITY OF CHICAGO		
P.C.C. BASE COURSE JOINT DETAILS		
DATE	SHEET	DRAWN BY
12/27/06	A-2-3C	CDOT



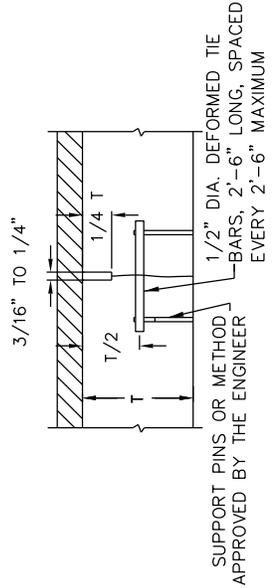
**TYPE D**  
**SAWED CONTRACTION JOINT**  
LONGITUDINAL OR TRANSVERSE



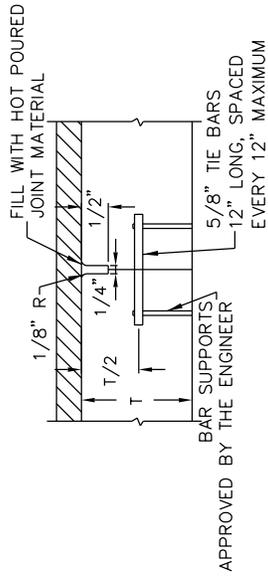
**TYPE D**  
**DUMMY GROOVE CONTRACTION JOINT**  
TRANSVERSE ONLY



**TYPE C**  
**SAWED LONGITUDINAL JOINT**



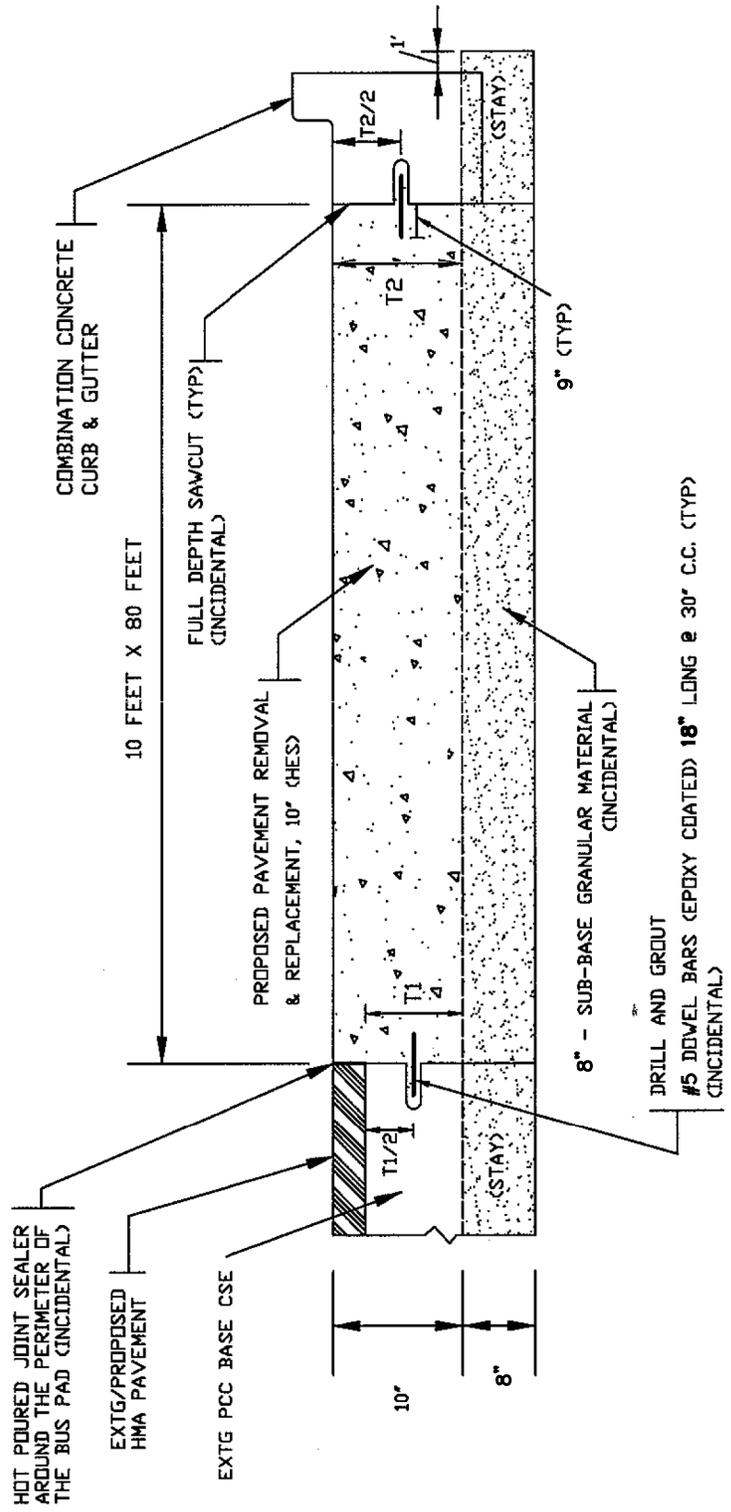
**TYPE D**  
**PREMOLDED CONTRACTION JOINT**  
TRANSVERSE ONLY



**TYPE E**  
**TRANSVERSE CONSTRUCTION JOINT**

**NOTES:**

- DEFORMED TIE BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53 WITH AN ELONGATION NOT LESS THAN 20%.
- HOT POURED JOINT MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO SPECIFICATION M-173-60 FOR CONCRETE JOINT SEALER.
- ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED.
- SPLIT BOARD HEADERS WILL NOT BE ALLOWED.



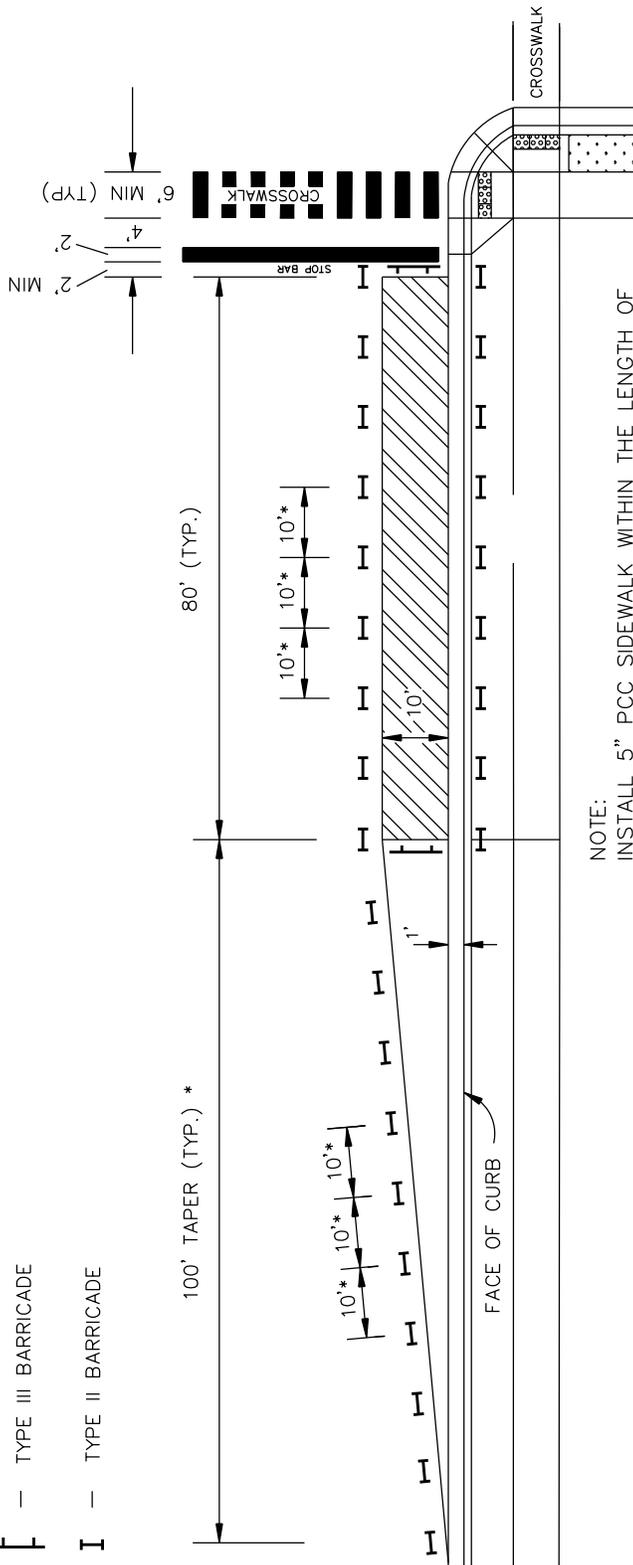
DATE	REVISION

CITY OF CHICAGO		
PROPOSED 10" BUS PAD PAVEMENT		
DATE	SHEET	DRAWN BY
1/1/14	A-2-3D	CDOT

TRAFFIC CONTROL DEVICES

LEGEND:

-  TYPE III BARRICADE
-  TYPE II BARRICADE



NOTE:  
INSTALL 5" PCC SIDEWALK WITHIN THE LENGTH OF  
THE BUS PAD ON BUS STOP WITH EXISTING  
PARKWAY.

\* SHALL CONFORM TO EITHER  
SECTION 4.4, THE IDOT HIGHWAY  
STANDARDS, OR MUTCD, WHICHEVER  
IS MORE STRINGENT.



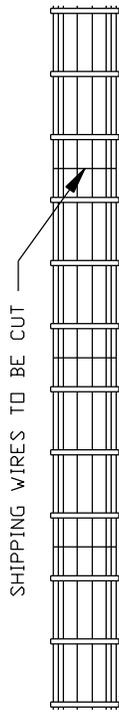
DATE	REVISION	CITY OF CHICAGO		
		PROPOSED BUS PAD PAVEMENT AND TRAFFIC CONTROL LAYOUT		
		DATE	SHEET	DRAWN BY
		1/1/14	A-2-3E	CDOT



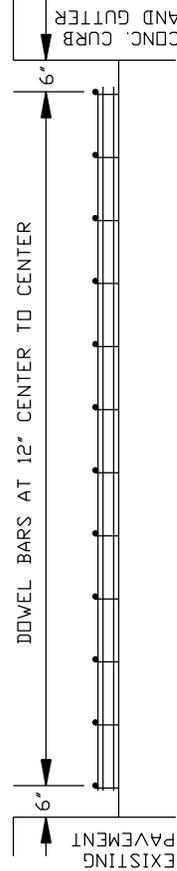
DATE	REVISION	CITY OF CHICAGO		
		CONTRACTION JOINT ASSEMBLY FOR BUS PAD		
		DATE	SHEET	DRAWN BY
		1/1/14	A-2-3F	CDOT

NOTE:

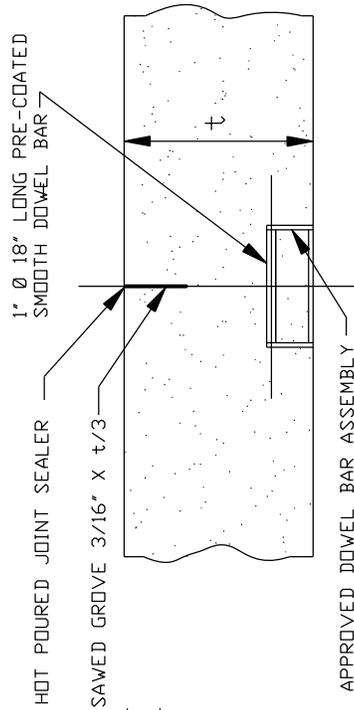
1. MINIMUM WIRE SIZES, W7 OUTSIDE SPACERS, BEARING MEMBERS AND UPRIGHT SUPPORT, W5 INSIDE SPACERS W3 TIE WIRES.
2. DOWELS MUST BE PLASTIC COATED, REBARS MUST BE EPOXY COATED.
3. DOWEL BASKET MUST BE INSTALLED EVERY 20 FEET.
4. TRANSVERSE JOINTS SHALL BE SPACED EVERY 20 FEET.
5. TRANSVERSE JOINTS MUST BE PROVIDED AT THE CENTER OF EVERY STRUCTURES IN THE BUS PAD.



PLAN OF ASSEMBLY

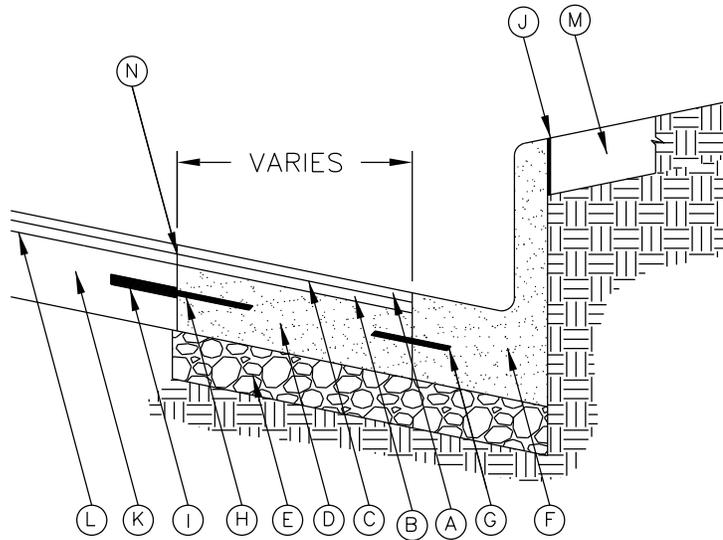


ELEVATION OF ASSEMBLY



SAWED CONTRACTION JOINT

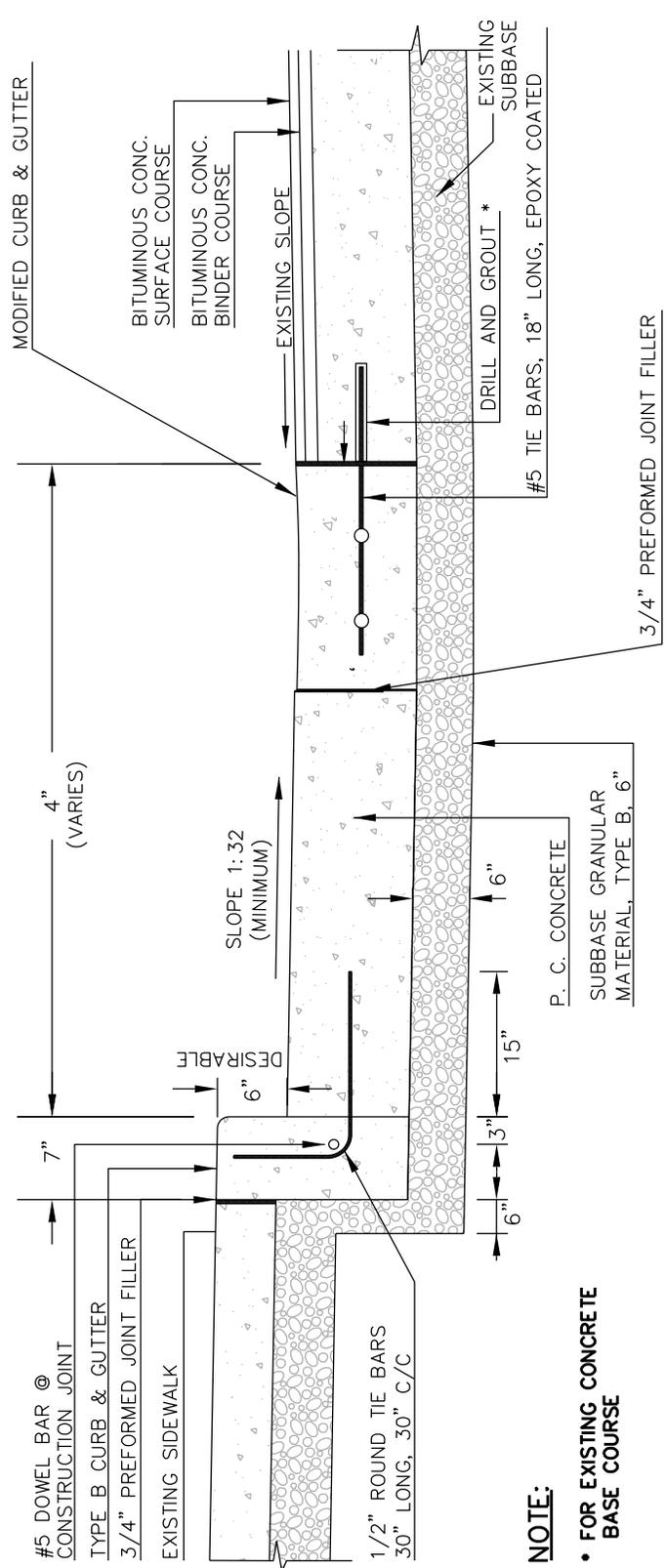
(INCIDENTAL TO PAY ITEM: PAVEMENT REMOVAL & REPLACEMENT FOR 10-INCH, HES)



**LEGEND:**

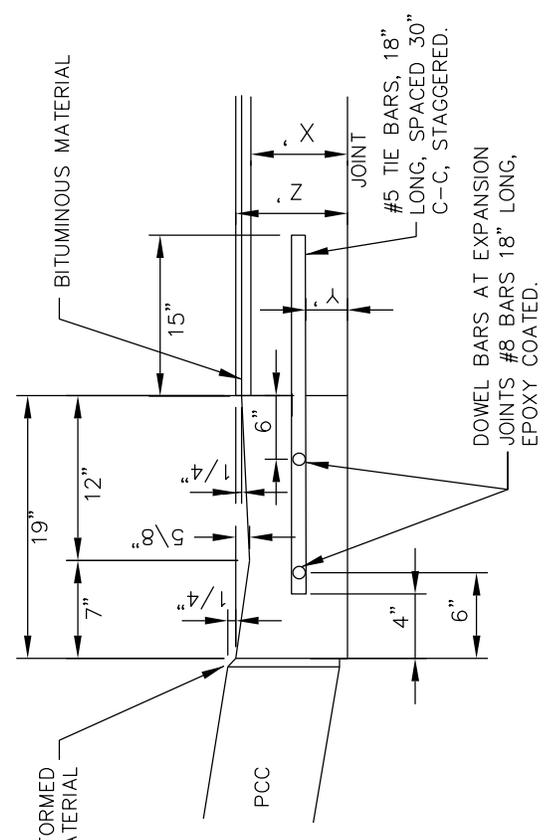
- (A) HOT MIX ASPHALT SURFACE COURSE (SEE TABLE 4.3.1-1)
- (B) HOT MIX ASPHALT BINDER COURSE (SEE TABLE 4.3.1-1)
- (C) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)
- (D) P.C. CONCRETE BASE COURSE (SEE TABLE 4.3.1-1)
- (E) SUBBASE GRANULAR MATERIAL (SEE TABLE 4.3.1-1)
- (F) TYPE 3 CURB AND GUTTER / TYPE 4 CURB
- (G) TIE BAR - SEE CONCRETE CURB & GUTTER STANDARD DETAILS (SEE A-2-6)
- (H) TIE BAR - #5 DOWEL BARS - 18" LONG @ 30" OC; DRILL & GROUT
- (I) DRILL AND GROUT INTO EXISTING CONCRETE BASE
- (J) 3/4" PREFORMED JOINT FILLER
- (K) EXISTING CONCRETE BASE
- (L) EXISTING BITUMINOUS SURFACE
- (M) PROPOSED WALK OR PARKWAY
- (N) SAW CUT EXISTING MATERIAL (FULL DEPTH)

	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	PAVEMENT WIDENING ADJACENT TO NEW CONSTRUCTION		
	1/27/2016	REVISION 2			
			DATE	SHEET	DRAWN BY
		12/12/06	A-2-4	CDOT	



**NOTE:**

- FOR EXISTING CONCRETE BASE COURSE



X=THICKNESS OF P.C.C. BASE  
 Y=1/2 THICKNESS OF CONCRETE PAVEMENT OR CONCRETE BASE  
 Z=10" OR THICKNESS OF PAVEMENT - WHICHEVER IS GREATER

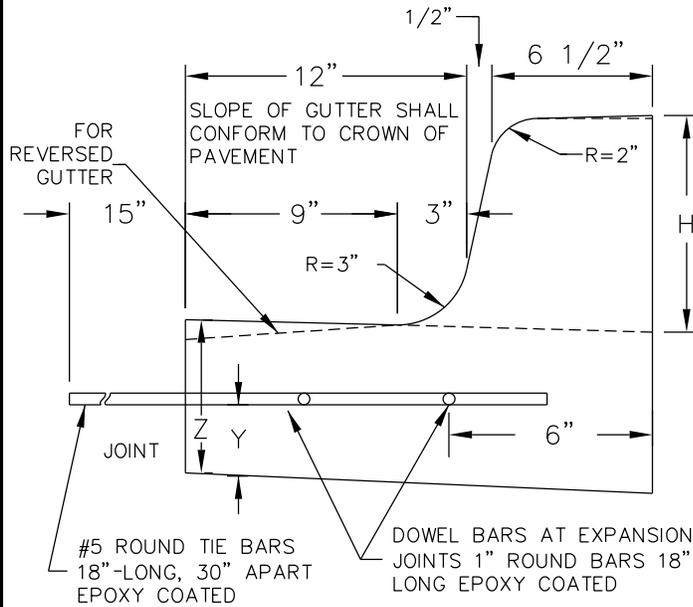
**MODIFIED CURB & GUTTER AND TIE BAR DETAIL**



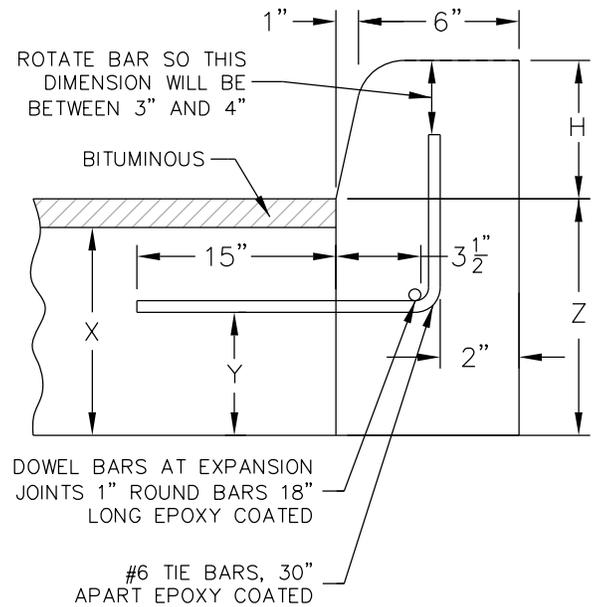
DATE		REVISION		CITY OF CHICAGO		
1/1/2014		REVISION 1		STREET WIDENING FOR DIAGONAL PARKING		
				DATE	SHEET	DRAWN BY
				12/12/06	A-2-5	CDOT

NOTE: H = VARIABLE 3" TO 9"  
 X = THICKNESS OF PAVEMENT  
 Y = ONE HALF THE THICKNESS OF CONCRETE PAVEMENT OR CONCRETE BASE.  
 Z = 10" OR THICKNESS OF PAVEMENT - WHICHEVER IS GREATER

TYPE BV, 12 OR  
 TYPE 3 CURB & GUTTER



TYPE B OR TYPE 4 CURB  
 BARRIER CURB



JOINTS IN CURB, COMBINED CURB & GUTTER

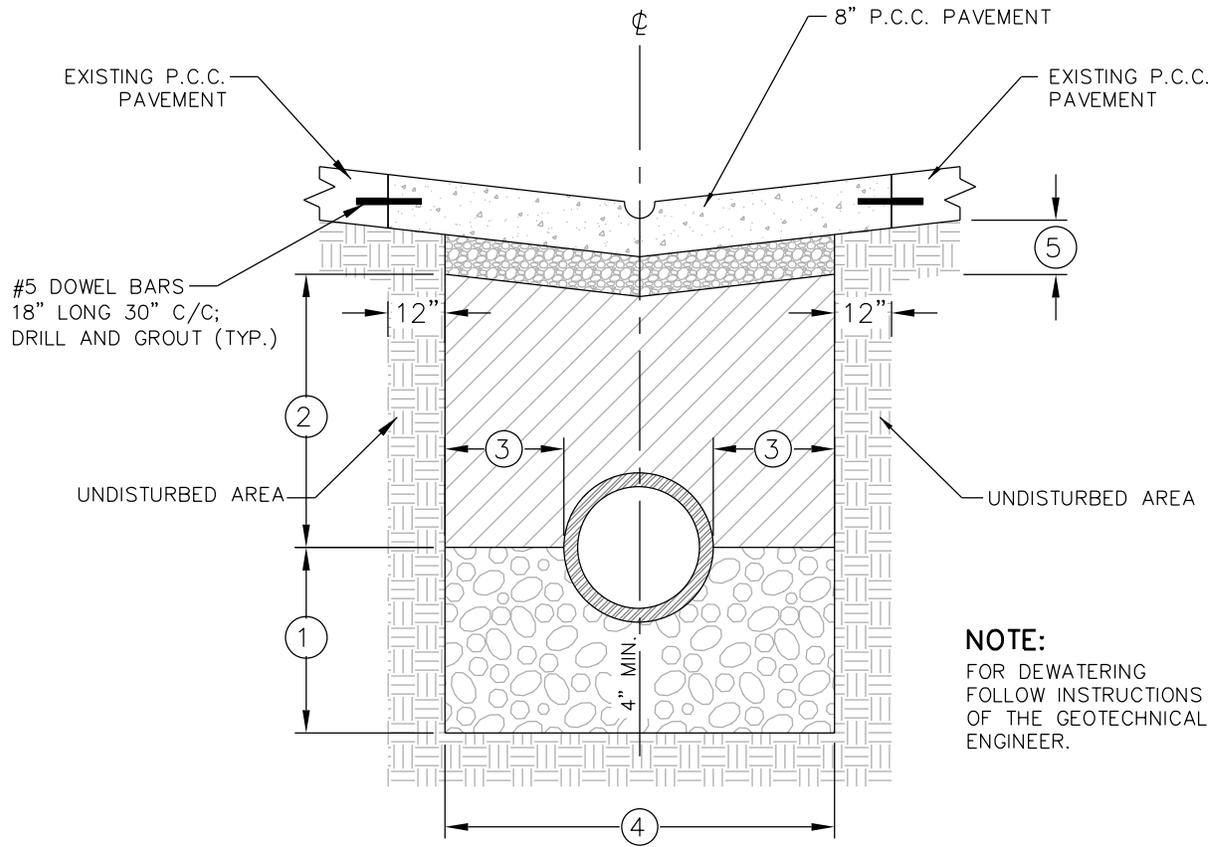
TRANSVERSE JOINTS OF A TYPE SIMILAR TO THAT USED IN THE ADJACENT PAVEMENT SHALL BE INSTALLED IN THE CURB, GUTTER AND COMBINED CURB & GUTTER IN PROLONGATION WITH THE JOINTS IN THE PAVEMENT. THE DETAILS OF THE TRANSVERSE JOINTS IN THE CURB, GUTTER AND COMBINED CURB & GUTTER SHALL BE APPROVED BY THE COMMISSIONER. CURB, GUTTER OR COMBINED CURB & GUTTER IS CONSTRUCTED ADJACENT TO A FLEXIBLE BASE PAVEMENT, 1" THICK EXPANSION JOINTS COMPOSED OF BITUMINOUS PERFORMED JOINT FILLER SHALL BE INSTALLED IN THE CURB AND/OR GUTTER AT POINTS OF CURVATURE AND AT CONSTRUCTION JOINTS. CONTRACTION JOINTS SHALL ALSO BE PLACED BETWEEN THESE EXPANSION JOINTS AT DISTANCES NOT EXCEEDING 20 FEET. ALL TIE BARS SHALL BE DEFORMED-ALL DOWEL BARS SHALL BE SMOOTH.

NOTE: ALL TIE BARS AND DOWEL BARS TO BE EPOXY COATED.

\*AT LOCATIONS REQUIRING DEPRESSED CURBS SEE THE ADA STANDARDS FOR CONSTRUCTION DETAILS

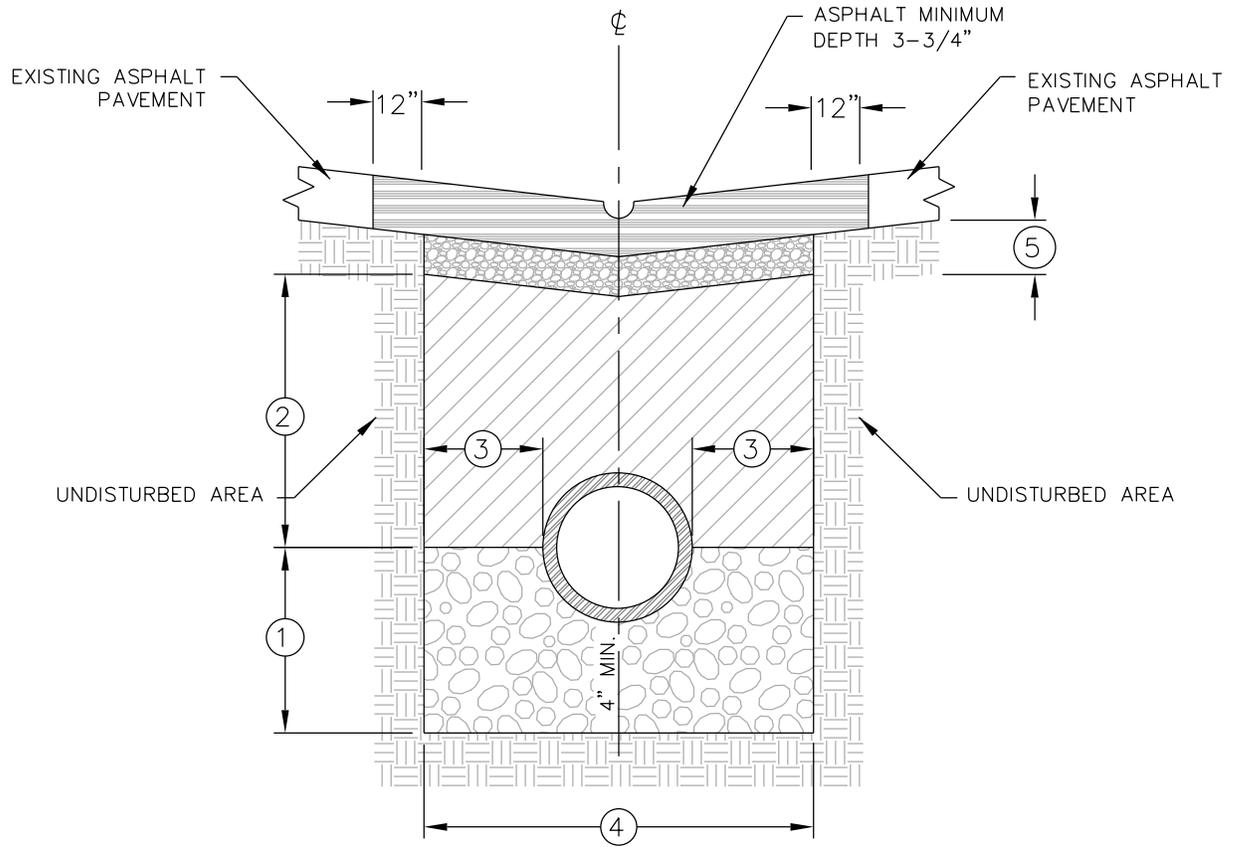


	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	CONCRETE CURB & GUTTER DETAIL		
			DATE	SHEET	DRAWN BY
			12/12/06	A-2-6	CDOT



①	BEDDING	CA 11 CRUSHED STONE
②	BACKFILL	APPROVED TRENCH BACKFILL TO SUB-BASE, REFER TO LOCAL AND STATE STANDARDS FOR CODES. COMPACT TO 95% MODIFIED PROCTOR AT OPTIMUM MOISTURE CONTENT.
③	CLEARANCE	9" MAX. WHEN TRENCH ≤ 5 FT DEEP; 18" MAX. WHEN TRENCH > 5 FT DEEP.
④	TRENCH WIDTH	NOT TO EXCEED O.D. OF PIPE PLUS 6 FEET. IF SIDES OF TRENCH OPENING CANNOT BE HELD BY NATURAL REPOSE, SHEET AND/OR BRACE AS APPROVED BY COMMISSIONER.
⑤	SUBBASE	6" SUBBASE GRANULAR MATERIAL, TYPE B

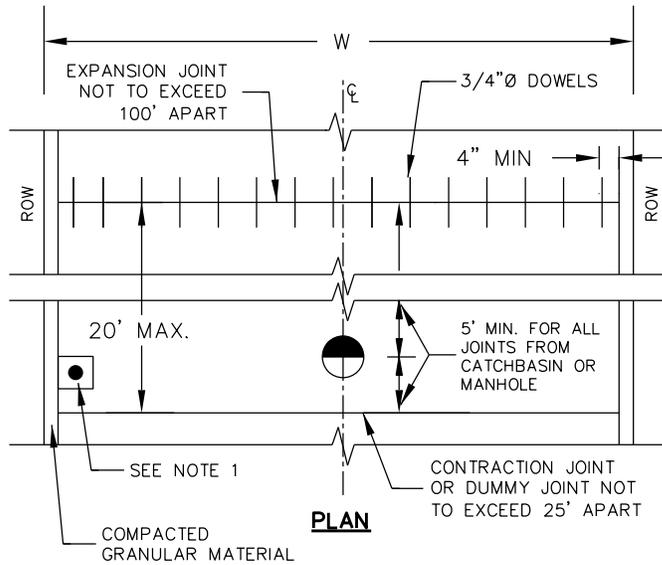
	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	P.C.C. ALLEY PAVEMENT RESTORATION PIPE OR CONDUIT TRENCH DETAIL, CONCRETE ALLEY		
			DATE	SHEET	DRAWN BY
			12/20/06	A-2-7	CDOT



①	BEDDING	CA-11 CRUSHED STONE
②	BACKFILL	APPROVED TRENCH BACKFILL TO SUB-BASE, REFER TO LOCAL AND STATE STANDARDS FOR CODES. COMPACT TO 95% MODIFIED PROCTOR AT OPTIMUM MOISTURE CONTENT.
③	CLEARANCE	9" MAX. WHEN TRENCH ≤ 5 FT DEEP; 18" MAX. WHEN TRENCH > 5 FT DEEP.
④	TRENCH WIDTH	NOT TO EXCEED O.D. OF PIPE PLUS 6 FEET. IF SIDES OF TRENCH OPENING CANNOT BE HELD BY NATURAL REPOSE, SHEET AND/OR BRACE AS APPROVED BY COMMISSIONER.
⑤	SUBBASE	6" SUBBASE GRANULAR MATERIAL, TYPE B

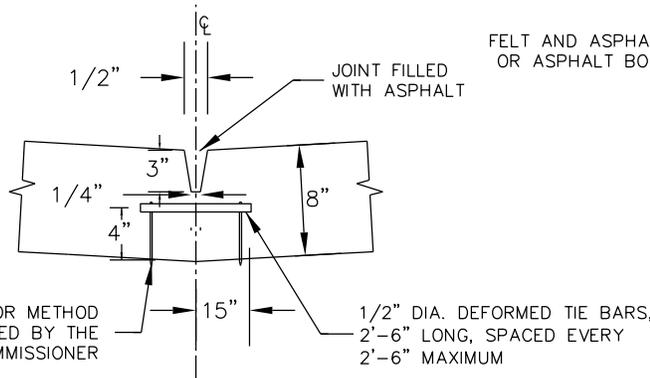


DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	ASPHALT ALLEY PAVEMENT RESTORATION PIPE OR CONDUIT TRENCH DETAIL		
		DATE	SHEET	DRAWN BY
		12/20/06	A-2-8	CDOT



**NOTE 1:**

1. 1/2" EXPANSION JOINT WITHOUT DOWELS WITH BITUMINOUS PREFORMED JOINT FILLER TO BE PLACED THREE (3") INCHES FROM THREE SIDES OF STRUCTURES OR AS DIRECTED BY THE COMMISSIONER.

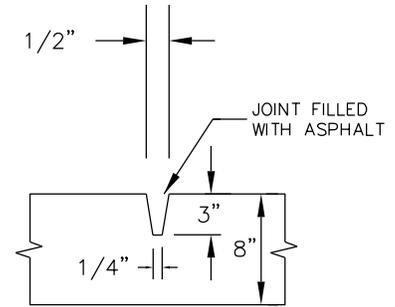


**LONGITUDINAL CONSTRUCTION JOINT**

REQUIRED FOR W 18' OR MORE

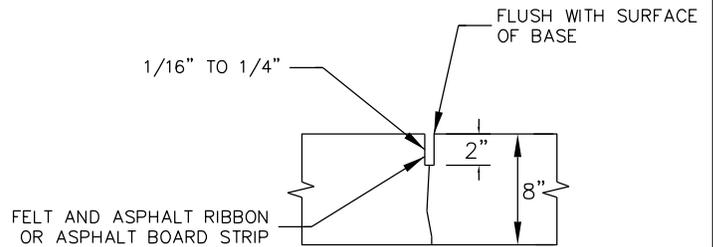
**NOTES:**

1. DEFORMED TIE BARS SHALL CONFORM TO THE REQUIREMENTS OF THE IDOT SSRBC.
2. HOT POURED JOINT MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE IDOT SSRBC.
3. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED.



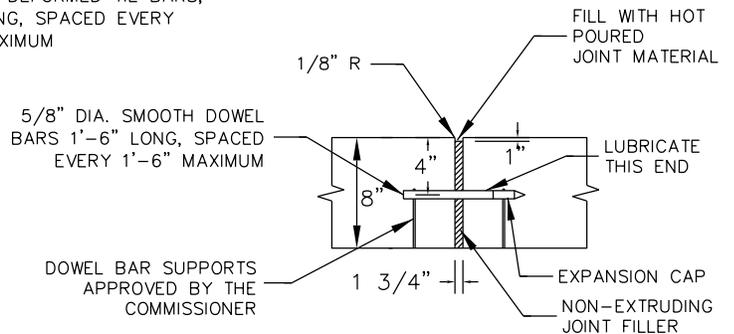
**DUMMY GROOVE CONTRACTION JOINT**

TRANSVERSE ONLY



**PREMOLDED CONTRACTION JOINT**

TRANSVERSE ONLY



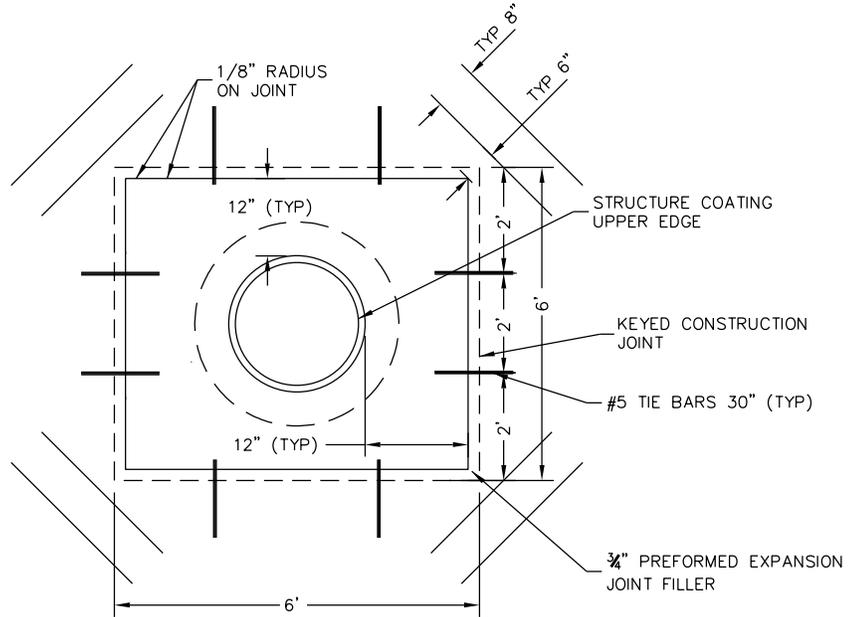
**TRAVERSE EXPANSION JOINT**

(MAY BE CONSTRUCTION JOINT)



DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	PORTLAND CEMENT CONCRETE ALLEY		
		DATE	SHEET	DRAWN BY
		12/21/06	A-2-9	CDOT

2-#4 DEFORMED TIE BARS 30" LONG AT A MID DEPTH (TYPICAL) SEE SPECIAL CONDITION BELOW.



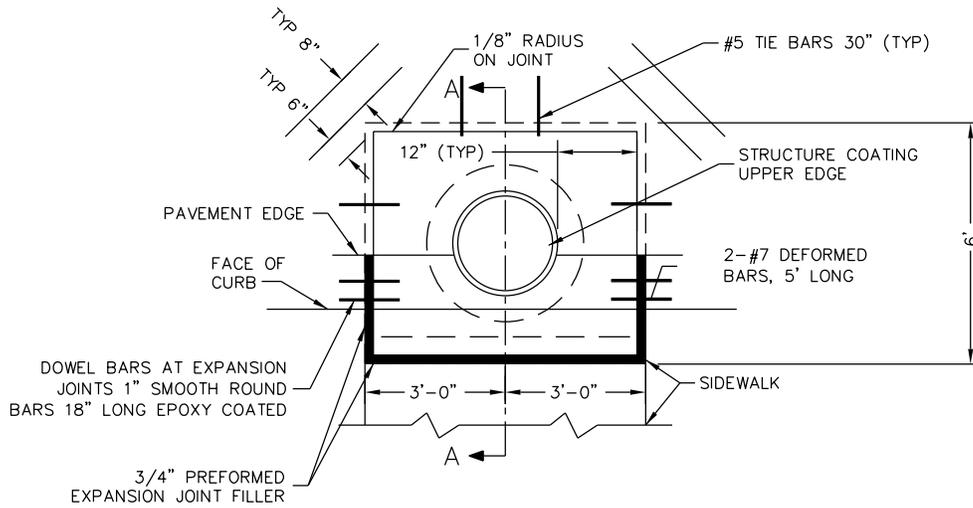
**SPECIAL CONDITIONS:**

TIE BARS SHALL NOT BE INSTALLED AT ISOLATION BOX CORNERS WHERE EITHER SIDE OF THE BOX FORMING SAID CORNER IS A LONGITUDINAL OR TRAVERSE JOINT. MOREOVER, AT NO TIME SHALL A TIE BAR CROSS A JOINT (ALREADY FORMED OR PROPOSED) IN THE VICINITY OF THE ISOLATION BOX. IF THIS SITUATION OCCURS, THE TIE BAR SHALL BE ADJUSTED PARALLEL TO THE AXIS OF THE BAR SO THAT THE END OF THE BAR IS NO CLOSER THAN 1 1/2" TO THE JOINT.

ONLY BY THE DIRECTION OR APPROVAL OF THE COMMISSIONER SHALL THE DISTANCE BETWEEN THE UPPER EXTERNAL CASTING EDGE AND THE EDGE OF STANDARD ISOLATION BOX, SHOWN AS 12", BE INCREASED SO THAT AN IMMOVABLE LONGITUDINAL JOINT AND (OR) TRAVERSE JOINT WILL THEN THENCE FORM (O) SIDE (S) OF THE BOX. THIS ADJUSTMENT WILL BE ALLOWED ONLY WHEN THE DISTANCE BETWEEN THE SIDE OF THE STANDARD ISOLATION BOX AND IMMOVABLE JOINT IS 18" OR LESS.

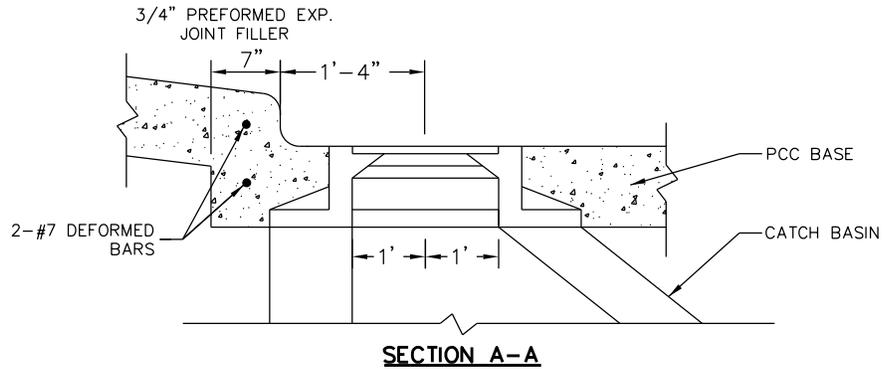
BACKFILL MATERIAL AROUND STRUCTURE WILL BE COMPACTED TO 95% MODIFIED PROCTOR PRIOR TO THE PLACEMENT OF CONCRETE WITHIN THE ISOLATION BOX.

	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	DETAILS OF STRUCTURE CASTING ISOLATION BOX		
			DATE	SHEET	DRAWN BY
			12/21/06	A-2-10A	CDOT

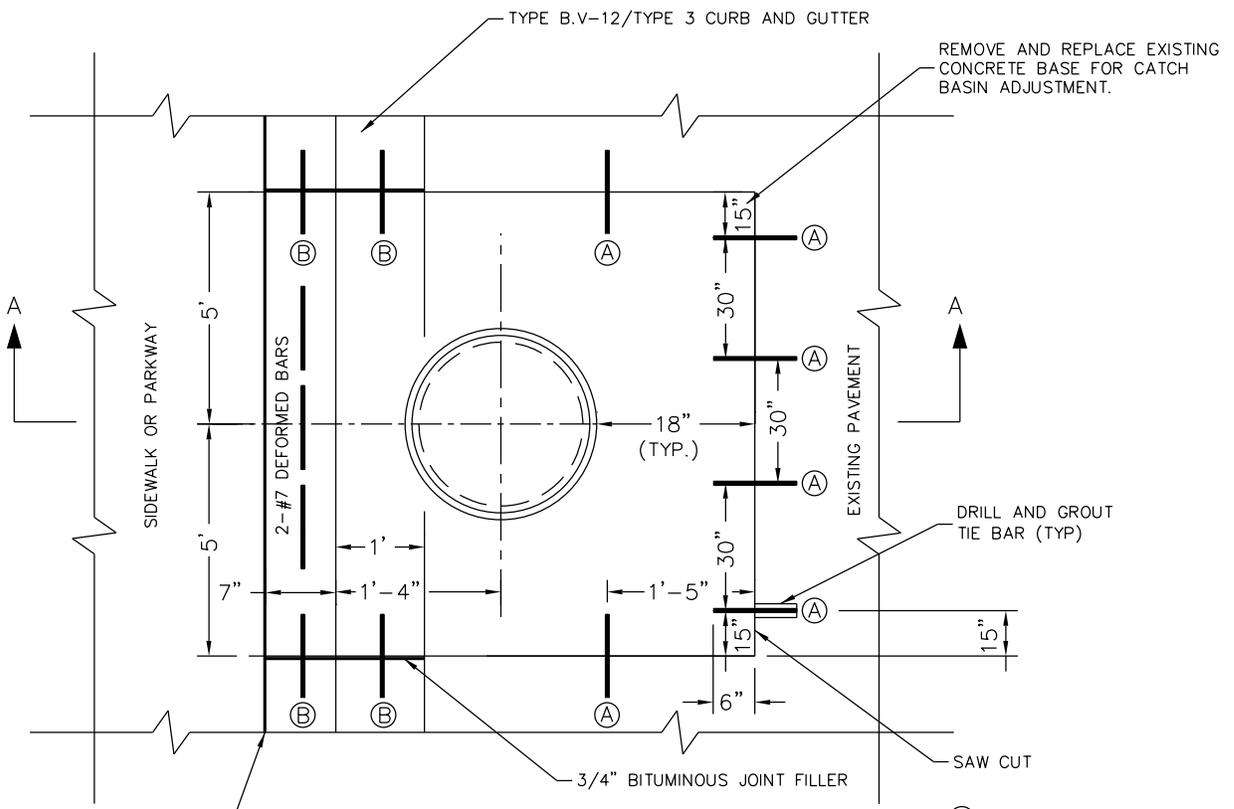


**NOTES:**

1. STRUCTURE CASTING MAY BE ROUND OR RECTANGULAR.
2. CONCRETE WITHIN THE ISOLATION BOX WILL BE OF THE SAME TYPE AND THICKNESS AS CONCRETE IN THE ADJACENT PAVEMENT.



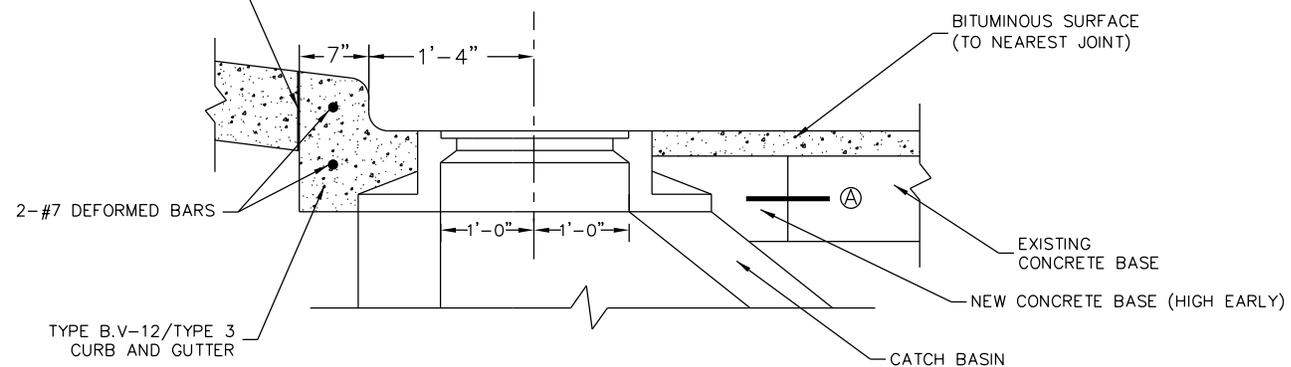
	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	DETAILS OF STRUCTURE CASTING ISOLATION BOX FOR P.C.C. PAVEMENT AND BASE COURSE		
			DATE	SHEET	DRAWN BY
			12/22/06	A-2-10B	CDOT



**PLAN**

- Ⓐ 5/8" TIE BARS
- Ⓑ 1" SMOOTH DOWEL BARS

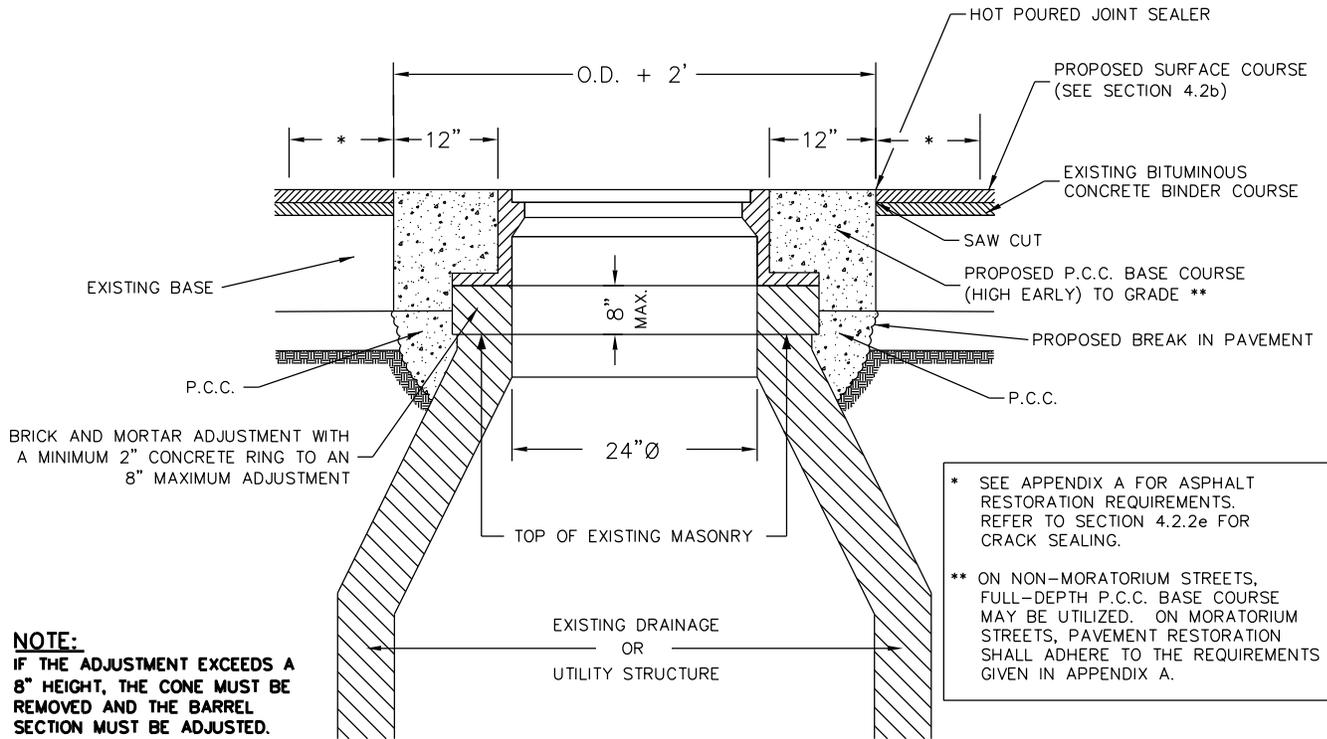
3/4" PREFORMED EXP. JOINT FILLER



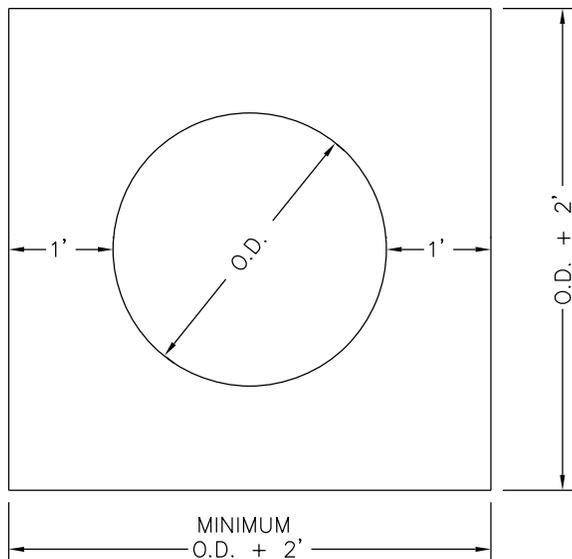
**SECTION A-A**



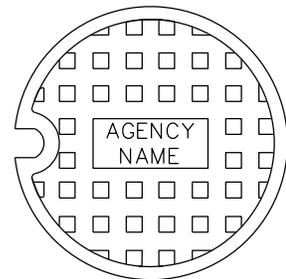
DATE		REVISION		CITY OF CHICAGO		
1/1/2014		REVISION 1		CATCH BASIN ADJUSTMENT IN EXISTING PAVEMENT		
				DATE	SHEET	DRAWN BY
				12/22/06	A-2-11	CDOT



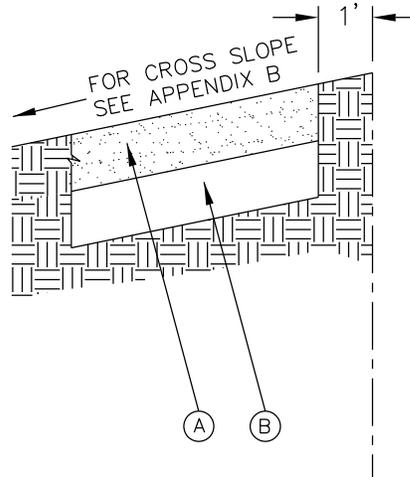
**PLAN VIEW (BASE TO GRADE)**



**MANHOLE COVER FRONT VIEW**



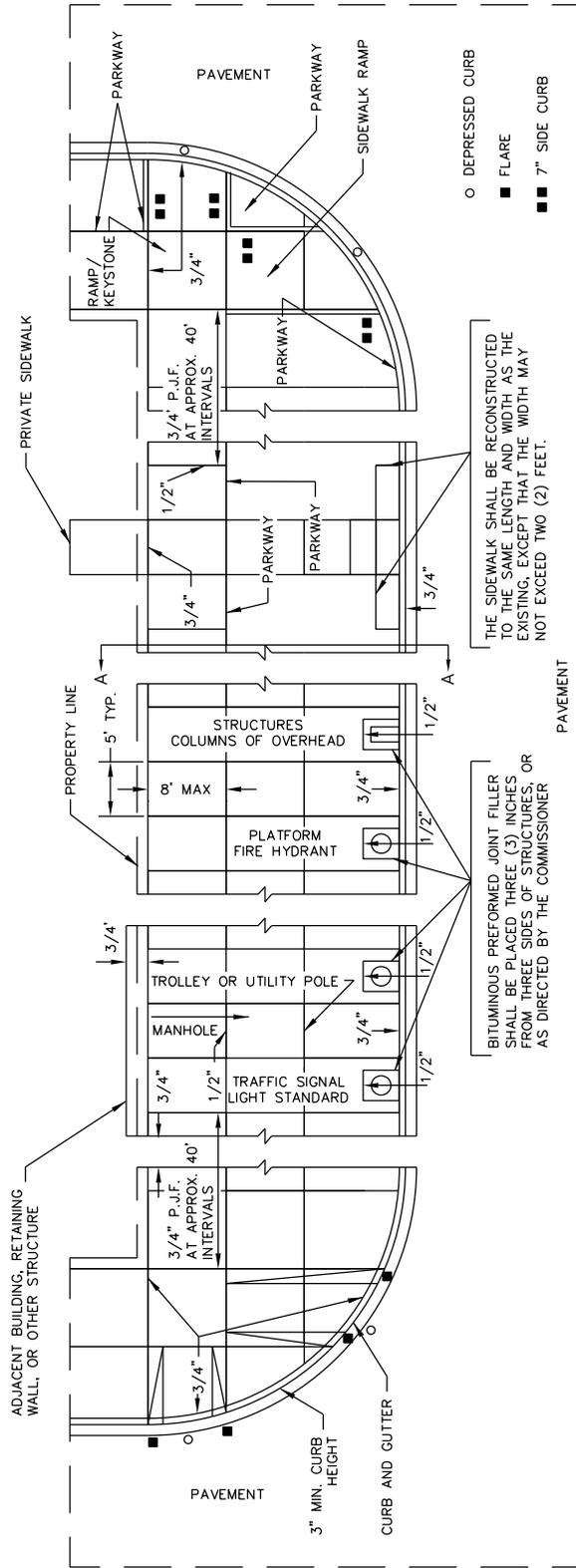
DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	FRAME ADJUSTMENT IN PAVEMENT		
1/27/2016	REVISION 2			
		DATE	SHEET	DRAWN BY
		12/22/06	A-2-12	CDOT



**LEGEND:**

- (A) PROPOSED 5" P.C.C. SIDEWALK \*
  - (B) SUBBASE GRANULAR MATERIAL, TYPE B OR C, 4"
- \* CURB RAMP & KEYSTONE 8" P.C.C. AT SIGNALIZED AND INDUSTRIAL STREET INTERSECTIONS

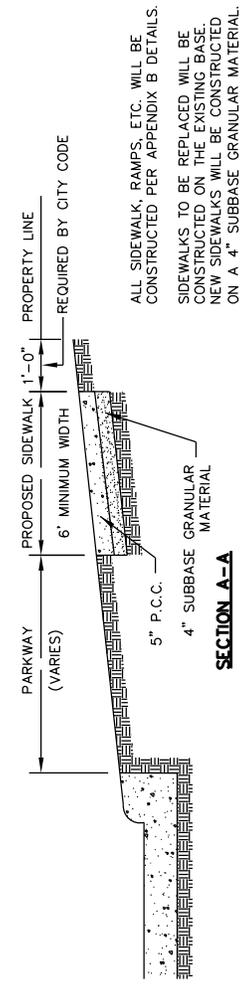
	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	ADA COMPLIANT SIDEWALK CONSTRUCTION DETAILS		
			DATE	SHEET	DRAWN BY
			12/20/06	A-3-1	CDOT



- DEPRESSED CURB
- FLARE
- 7" SIDE CURB

THE SIDEWALK SHALL BE RECONSTRUCTED TO THE SAME LENGTH AND WIDTH AS THE EXISTING EXCEPT THAT THE WIDTH MAY NOT EXCEED TWO (2) FEET.

BITUMINOUS PREFORMED JOINT FILLER SHALL BE PLACED THREE (3) INCHES FROM THREE SIDES OF STRUCTURES, OR AS DIRECTED BY THE COMMISSIONER



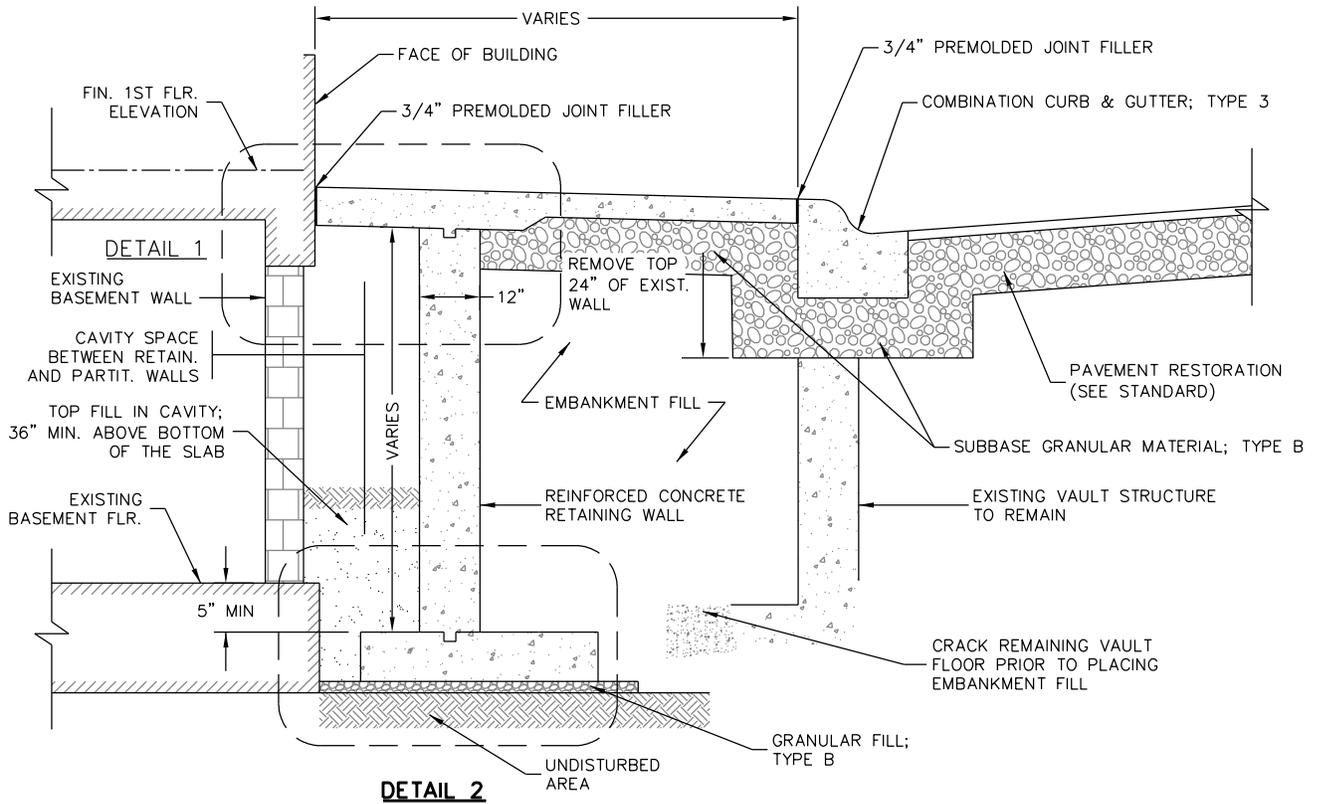
ALL SIDEWALK, RAMPS, ETC. WILL BE CONSTRUCTED PER APPENDIX B DETAILS. SIDEWALKS TO BE REPLACED WILL BE CONSTRUCTED ON THE EXISTING BASE. NEW SIDEWALKS WILL BE CONSTRUCTED ON A 4" SUBBASE GRANULAR MATERIAL.

\* THE 1/2" AND 3/4" DIMENSIONS REFER TO THE THICKNESS OF THE BITUMINOUS PREFORMED JOINT FILLER REQUIRED AT THE VARIOUS LOCATIONS.

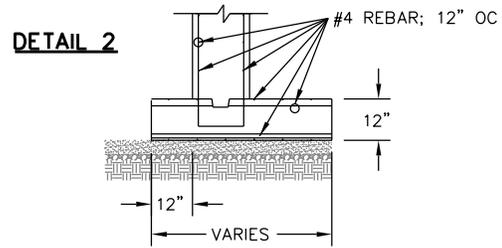
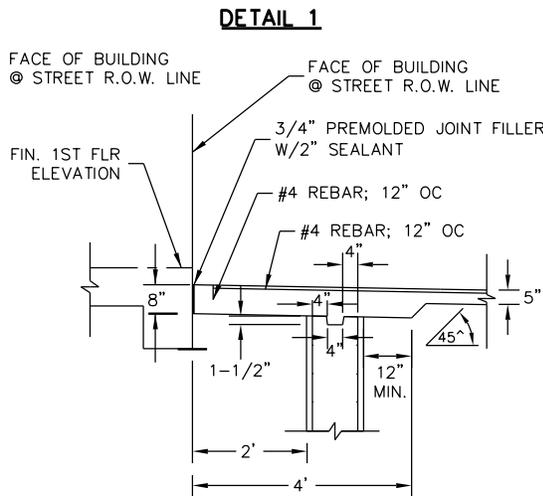


DATE	REVISION
1/1/2014	REVISION 1

CITY OF CHICAGO		
DETAILS OF PORTLAND CEMENT CONCRETE CONSTRUCTION		
DATE	SHEET	DRAWN BY
12/22/06	A-3-2	CDOT



FINAL DESIGN, CERTIFIED BY A REGISTERED STRUCTURAL ENGINEER, TO BE SUBMITTED TO THE DEPARTMENT OF TRANSPORTATION FOR REVIEW AND COMMENT PRIOR TO APPLICATION FOR PUBLIC WAY PERMIT.



**CONCRETE RETAINING WALL NOTES**

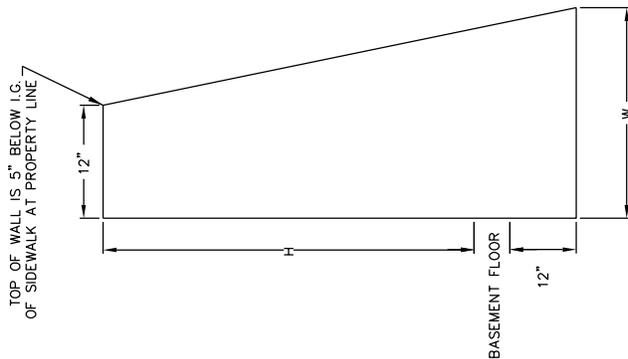
1. CONTRACTOR TO VERIFY THE CONDITION OF BUILDING FOUNDATION AND THE LOCATION OF WATER, GAS, AND OTHER UTILITIES WITHIN THE VAULTED AREA.
2. CONTRACTOR RESPONSIBLE FOR NOTIFYING THE UTILITIES OF THE ELIMINATION OF THE VAULT.
3. SEAL ALL EXISTING OPENINGS TO VAULT AREA WITHIN THE C.M.U.
4. COMPACT EXISTING FILL TO NOT LESS THAN 95% OF MODIFIED LABORATORY DENSITY.
5. CONTRACTOR SHOULD EXERCISE UTMOST CAUTION TO ENSURE THEIR OPERATIONS DO NOT CAUSE DAMAGES TO ADJACENT STRUCTURES. THEY ARE RESPONSIBLE FOR IMMEDIATE REPAIRS TO THE SATISFACTION OF PROPERTY OWNERS.
6. CONTRACTOR TO SECURE IMMEDIATE AREA DURING CONSTRUCTION OF VAULTED TO PREVENT PUBLIC ACCESS INTO ADJACENT BUILDING.



	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	ELIMINATION OF VAULTED SIDEWALK ADJACENT TO BUILDING		
			DATE	SHEET	DRAWN BY
			01/02/07	A-3-3	CDOT

DATE	REVISION
1/1/2014	REVISION 1

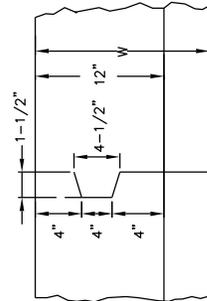
CITY OF CHICAGO		
ELIMINATION OF VAULTED SIDEWALK ADJACENT TO BUILDING		
DATE	SHEET	DRAWN BY
01/11/07	A-3-3A	CDOT



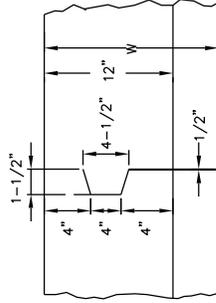
SIDEWALK EXTENDING MORE THAN 12" BEYOND PROPERTY LINE WALL MUST BE REINFORCED OR SUPPORTED ON BRACKETS.

**NOTES:**

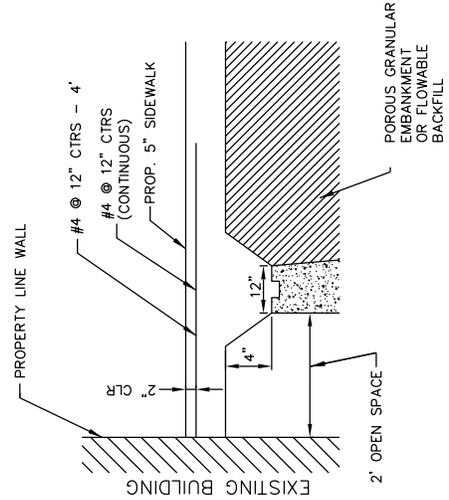
1. THE CONTRACTOR WILL SET IN THE WALL, PRIOR TO CONCRETING, ANY BOX OR TUBE FURNISHED BY A UTILITY COMPANY TO ACCOMMODATE SERVICES TO BE EXTENDED FROM THE STREET THROUGH THE WALL ONTO THE ADJOINING PROPERTY. THE COST OF THIS INCIDENTAL WORK TO BE INCLUDED IN UNIT PRICE FOR PLAIN OR MASS WALL, NO DEDUCTION OF CONCRETE TO BE MADE FOR SPACE OCCUPIED BY SUCH BOX OR TUBE.
2. MUST BE APPROVED BY CDOT AND DOB PRIOR TO PERMIT ISSUANCE.



CONSTRUCTION KEY JOINT TO BE BUILT WHENEVER REQUIRED BY STOPPAGE OF WORK IN CURB WALL OR P.L. WALL



EXPANSION JOINT, USING 3 STRIPS OF BITUMINATED FELT, TO BE CONSTRUCTED IN WALLS OF MORE THAN 50' CONTINUOUS LENGTH AND SPACED NOT MORE THAN 50' APART.



**TYPICAL SECTION**

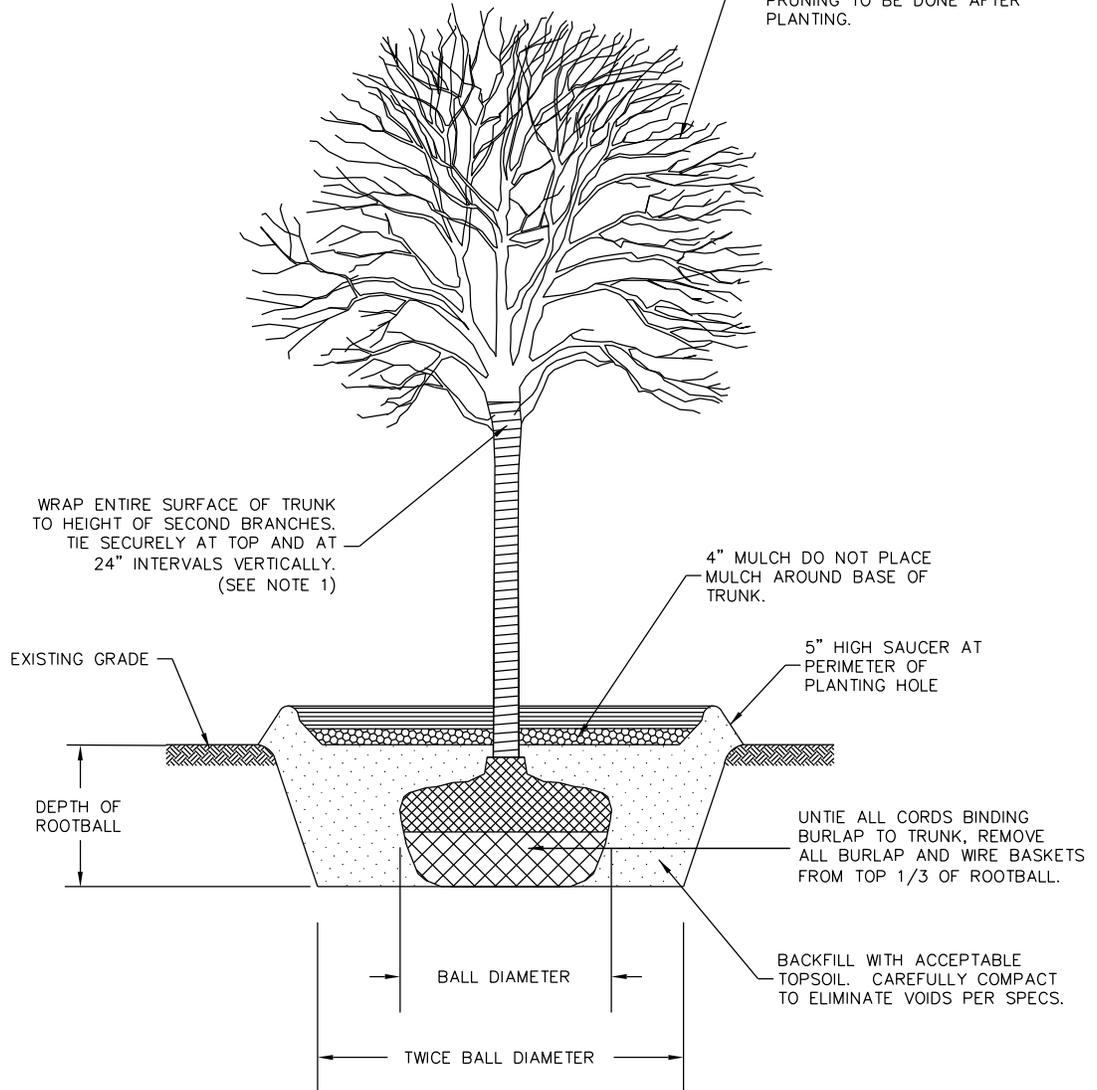
H + 12"	W	CU. YDS. PER LIN. FT.
3'	1.75	.153
4'	2.00	.222
5'	2.25	.301
6'	2.50	.388
7'	3.00	.518
8'	3.50	.667
9'	4.25	.875
10'	5.00	1.111
11'	5.75	1.374
12'	6.50	1.667
13'	7.25	1.986
14'	8.00	2.333

For standard details see Regulations of Sewer Construction and Stormwater Management:

[http://www.cityofchicago.org/city/en/depts/water/provdrs/engineer/svcs/2009\\_sewer\\_constructionandstormwatermanagementrequirements.html](http://www.cityofchicago.org/city/en/depts/water/provdrs/engineer/svcs/2009_sewer_constructionandstormwatermanagementrequirements.html)

 CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	SEWER CONSTRUCTION AND STORMWATER MANAGEMENT REQUIREMENTS		
			DATE	SHEET	DRAWN BY
			12/28/06	A-4-1	CDOT

PRUNING SHALL NOT CHANGE THE HABIT OF THE TREE. ALL CUTS SHALL BE MADE FLUSH. PRUNING SHALL BE LIMITED TO REMOVAL OF COMPETING LEADERS, DEAD, RUBBING, BROKEN, OR DAMAGED BRANCHES AND TO COMPENSATE FOR THE LOSS OF ROOTS. ALL PRUNING TO BE DONE AFTER PLANTING.



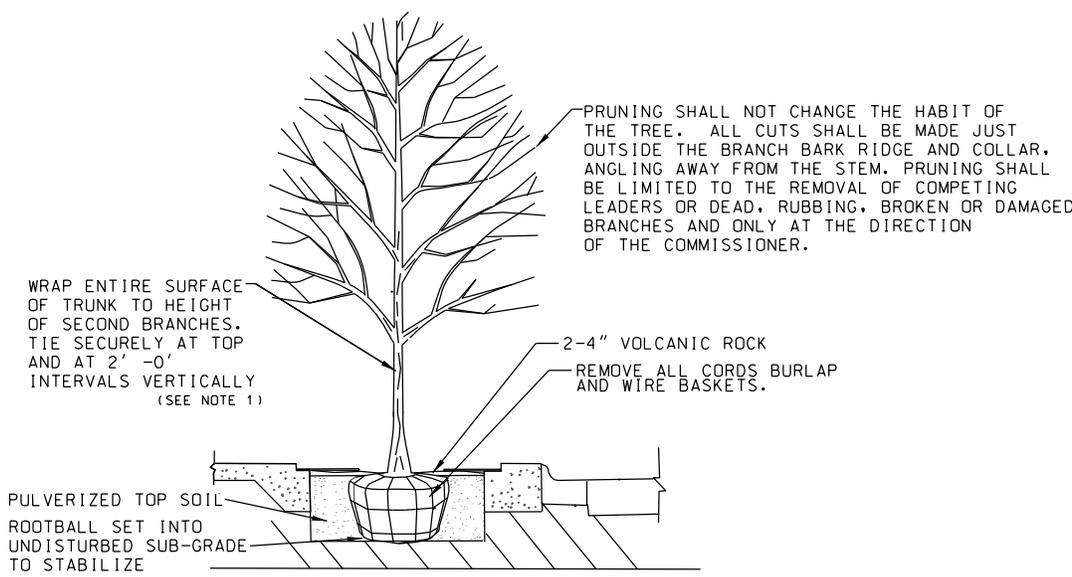
**NOTES:**

1. TREE WRAP SHOULD ONLY BE INSTALLED DURING THE FALL PLANTING SEASON. ON SPECIES SUSCEPTIBLE TO FROST, CRACKING OR SUN SCALD SUCH AS, BUT NOT LIMITED TO, THE FOLLOWING: ACER, POPULAS, TILIA, LIRIODENDRON AND FRAXINUS AMERICANA.
2. CONTRACTOR SHALL NOT LIFT TREE BY WIRE BASKET OR TRUNK.

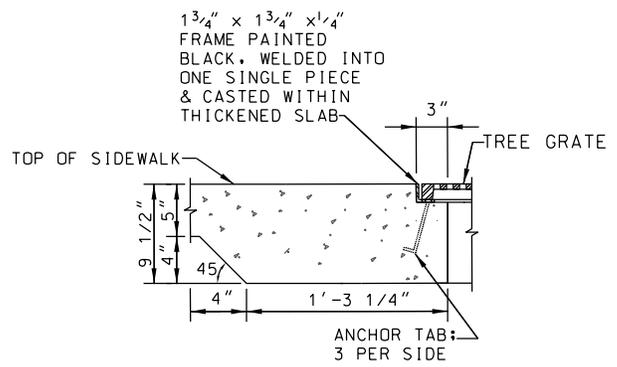


DATE	1/1/2014	REVISION	CITY OF CHICAGO		
		REVISION 1	TREE PLANTING DETAIL IN PARKWAY		
DATE	01/11/07	SHEET	A-5-1	DRAWN BY	
				CDOT	

**TREE PIT OPENING 5'-0" x 5'-0"**



**TREE PLANTING - CROSS SECTION**  
N.T.S.



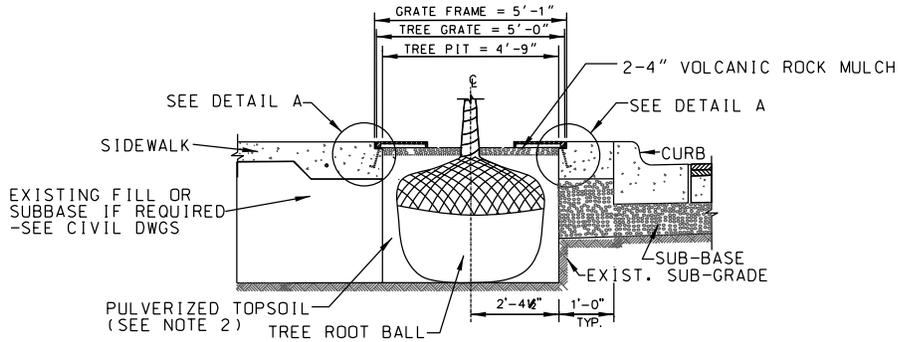
**DETAIL A - GRATE FRAME AT THICKENED SLAB**  
N.T.S.

**NOTES:**

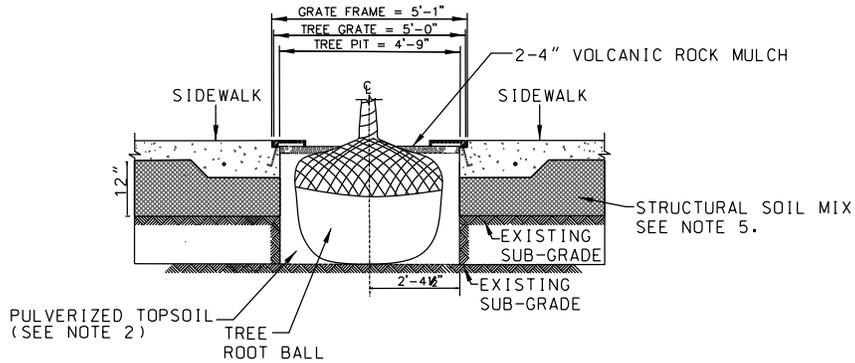
1. TREE WRAP SHOULD ONLY BE INSTALLED DURING THE FALL PLANTING SEASON ON SPECIES SUSCEPTIBLE TO FROST, CRACKING OR SUN SCALD SUCH AS, BUT NOT LIMITED TO, THE FOLLOWING : ACER, POPULAS, TILIA, LIRIODENDRON AND FRAXINUS AMERICANA.
2. SEE PLANTING SPECIFICATION FOR BACKFILL MATERIAL.
3. CONTRACTOR SHALL NOT LIFT TREE BY WIRE BASKET OR TRUNK.
4. VOLCANIC ROCK MULCH AND PULVERIZED TOPSOIL ARE ALL INCIDENTAL TO TREE (IN PARKWAY OR TREEPIT).
5. STRUCTURAL SOIL IS TO BE PLACED ON EXISTING SUBGRADE AT 12" THICK BELOW THE PROPOSED SIDEWALK. IT SHALL BE PLACED IN 5' BANDS BETWEEN A GROUPING OF TREE PITS ENDING 6' PAST THE CENTER OF THE LAST TREES IN THE GROUP.
6. HAND EXCAVATION IS REQUIRED AT LEAST 18 INCHES ON EITHER SIDE OF A MARKED FACILITY. CONTRACTOR/EXCAVATOR IS EXPECTED TO HONOR ALL TIME/MARKING REQUIREMENTS AND DIG IN A REASONABLE AND PRUDENT MANNER, TAKING ALL REASONABLE AND REQUIRED PRECAUTIONS TO AVOID DAMAGING UNDERGROUND FACILITIES. IF DAMAGE TO AN UNDERGROUND FACILITY SHOULD OCCUR, IMMEDIATELY CALL CUAN AT (312) 744-7000 TO REPORT THE DAMAGE. THE CONTRACTOR MUST ALSO IMMEDIATELY NOTIFY THE OWNER OF THE DAMAGED FACILITY.

	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	TREE PIT DETAIL		
			DATE	SHEET	DRAWN BY
			01/11/07	A-5-2	CDOT

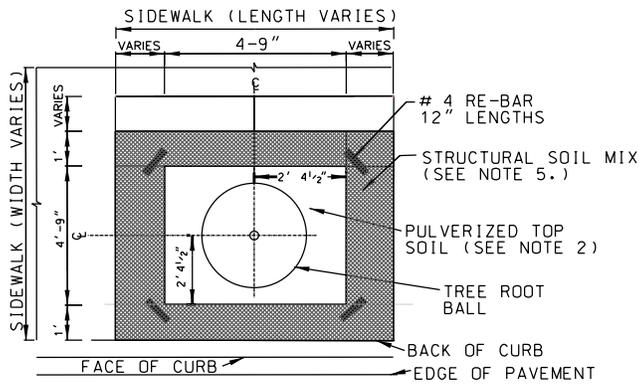
**TREE PIT OPENING 5'-0" x 5'-0"**



**TREE PIT - CROSS SECTION  
(WITH STEEL TREE GRATE FRAME)  
N.T.S.**



**TREE PIT - LONGITUDINAL SECTION  
(WITH STEEL TREE GRATE FRAME)  
N.T.S.**



**TREE PIT - PLAN VIEW STRUCTURAL SOIL  
N.T.S.**

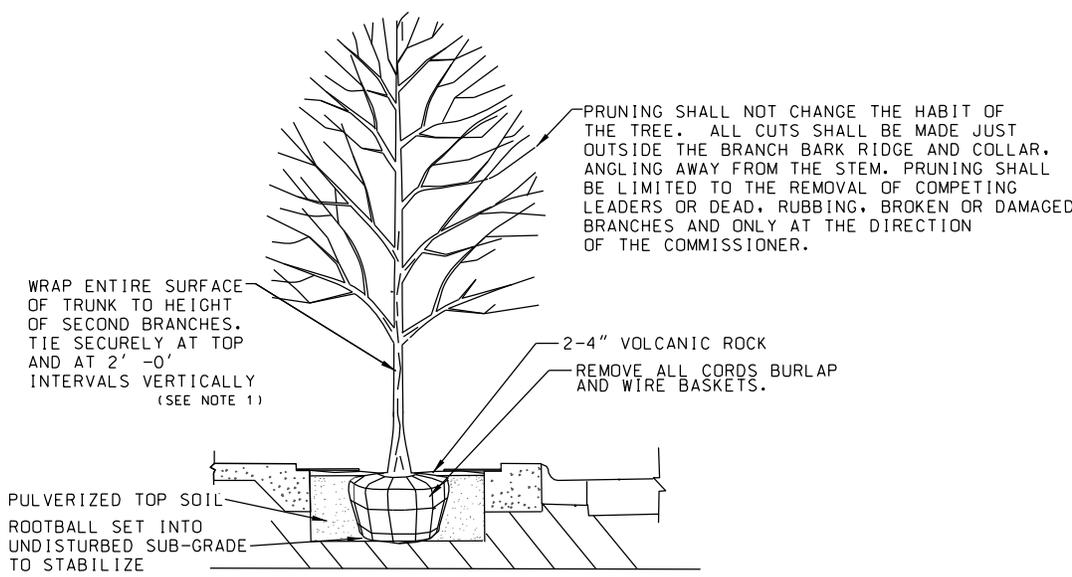
**NOTES:**

1. TREE WRAP SHOULD ONLY BE INSTALLED DURING THE FALL PLANTING SEASON ON SPECIES SUSCEPTIBLE TO FROST, CRACKING OR SUN SCALD SUCH AS, BUT NOT LIMITED TO, THE FOLLOWING : ACER, POPULAS, TILIA, LIROIDENDRON AND FRAXINUS AMERICANA.
2. SEE PLANTING SPECIFICATION FOR BACKFILL MATERIAL.
3. CONTRACTOR SHALL NOT LIFT TREE BY WIRE BASKET OR TRUNK.
4. VOLCANIC ROCK MULCH AND PULVERIZED TOPSOIL ARE ALL INCIDENTAL TO TREE (IN PARKWAY OR TREETPIT).
5. STRUCTURAL SOIL IS TO BE PLACED ON EXISTING SUBGRADE AT 12" THICK BELOW THE PROPOSED SIDEWALK. IT SHALL BE PLACED IN 5' BANDS BETWEEN A GROUPING OF TREE PITS ENDING 6' PAST THE CENTER OF THE LAST TREES IN THE GROUP.
6. HAND EXCAVATION IS REQUIRED AT LEAST 18 INCHES ON EITHER SIDE OF A MARKED FACILITY. CONTRACTOR/EXCAVATOR IS EXPECTED TO HONOR ALL TIME/MARKING REQUIREMENTS AND DIG IN A REASONABLE AND PRUDENT MANNER, TAKING ALL REASONABLE AND REQUIRED PRECAUTIONS TO AVOID DAMAGING UNDERGROUND FACILITIES. IF DAMAGE TO AN UNDERGROUND FACILITY SHOULD OCCUR, IMMEDIATELY CALL CUAN AT (312) 744-7000 TO REPORT THE DAMAGE. THE CONTRACTOR MUST ALSO IMMEDIATELY NOTIFY THE OWNER OF THE DAMAGED FACILITY.

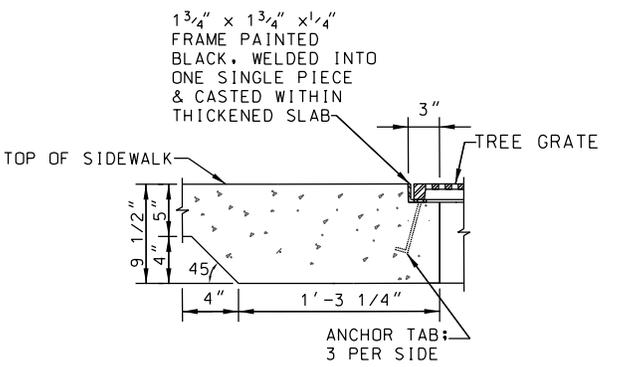


DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	TREE PIT DETAIL		
		DATE	SHEET	DRAWN BY
		01/03/07	A-5-2A	CDOT

**TREE PIT OPENING 5'-0" x 10'-0"**



**TREE PLANTING - CROSS SECTION**  
N.T.S.



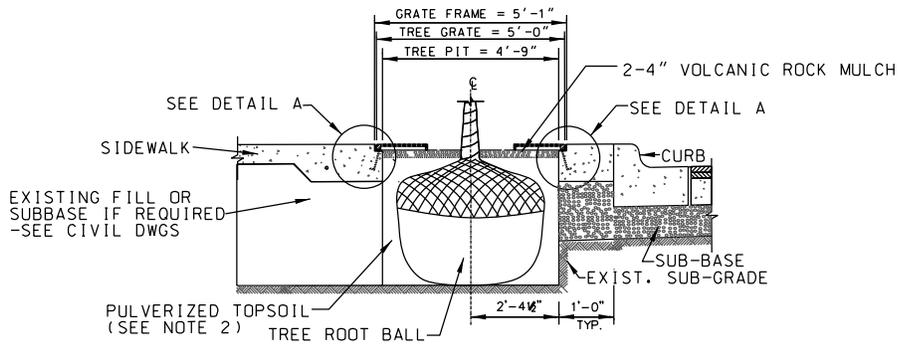
**DETAIL A - GRATE FRAME AT THICKENED SLAB**  
N.T.S.

**NOTES:**

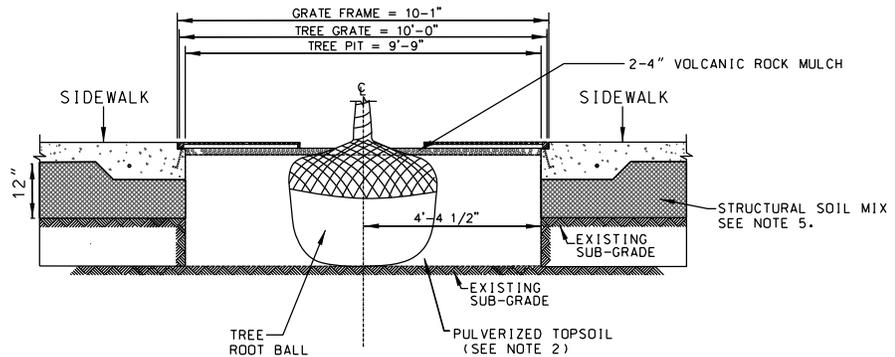
1. TREE WRAP SHOULD ONLY BE INSTALLED DURING THE FALL PLANTING SEASON ON SPECIES SUSCEPTIBLE TO FROST, CRACKING OR SUN SCALD SUCH AS, BUT NOT LIMITED TO, THE FOLLOWING : ACER, POPULAS, TILIA, LIRIODENDRON AND FRAXINUS AMERICANA.
2. SEE PLANTING SPECIFICATION FOR BACKFILL MATERIAL.
3. CONTRACTOR SHALL NOT LIFT TREE BY WIRE BASKET OR TRUNK.
4. VOLCANIC ROCK MULCH AND PULVERIZED TOPSOIL ARE ALL INCIDENTAL TO TREE (IN PARKWAY OR TREETIP).
5. STRUCTURAL SOIL IS TO BE PLACED ON EXISTING SUBGRADE AT 12" THICK BELOW THE PROPOSED SIDEWALK. IT SHALL BE PLACED IN 5' BANDS BETWEEN A GROUPING OF TREE PITS ENDING 6' PAST THE CENTER OF THE LAST TREES IN THE GROUP.
6. HAND EXCAVATION IS REQUIRED AT LEAST 18 INCHES ON EITHER SIDE OF A MARKED FACILITY. CONTRACTOR/EXCAVATOR IS EXPECTED TO HONOR ALL TIME/MARKING REQUIREMENTS AND DIG IN A REASONABLE AND PRUDENT MANNER, TAKING ALL REASONABLE AND REQUIRED PRECAUTIONS TO AVOID DAMAGING UNDERGROUND FACILITIES. IF DAMAGE TO AN UNDERGROUND FACILITY SHOULD OCCUR, IMMEDIATELY CALL CUAN AT (312) 744-7000 TO REPORT THE DAMAGE. THE CONTRACTOR MUST ALSO IMMEDIATELY NOTIFY THE OWNER OF THE DAMAGED FACILITY.

	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	TREE PIT DETAIL		
			DATE	SHEET	DRAWN BY
			01/03/07	A-5-2B	CDOT

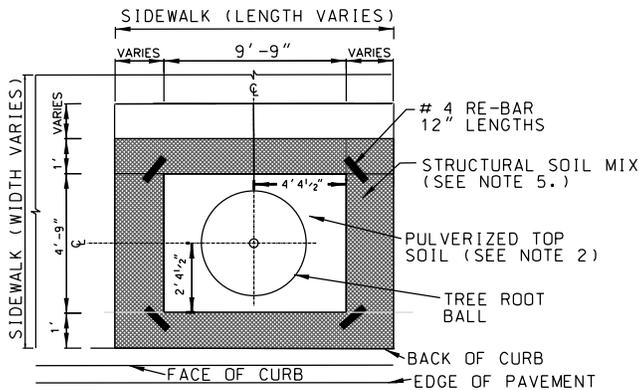
**TREE PIT OPENING 5'-0" x 10'-0"**



**TREE PIT - CROSS SECTION  
(WITH STEEL TREE GRATE FRAME)  
N.T.S.**



**TREE PIT - LONGITUDINAL SECTION  
(WITH STEEL TREE GRATE FRAME)  
N.T.S.**



**TREE PIT - PLAN VIEW STRUCTURAL SOIL  
N.T.S.**

**NOTES:**

1. TREE WRAP SHOULD ONLY BE INSTALLED DURING THE FALL PLANTING SEASON ON SPECIES SUSCEPTIBLE TO FROST, CRACKING OR SUN SCALD SUCH AS, BUT NOT LIMITED TO, THE FOLLOWING : ACER, POPULAS, TILIA, LIRODENDRON AND FRAXINUS AMERICANA.
2. SEE PLANTING SPECIFICATION FOR BACKFILL MATERIAL.
3. CONTRACTOR SHALL NOT LIFT TREE BY WIRE BASKET OR TRUNK.
4. VOLCANIC ROCK MULCH AND PULVERIZED TOPSOIL ARE ALL INCIDENTAL TO TREE (IN PARKWAY OR TREETPIT).
5. STRUCTURAL SOIL IS TO BE PLACED ON EXISTING SUBGRADE AT 12" THICK BELOW THE PROPOSED SIDEWALK. IT SHALL BE PLACED IN 5' BANDS BETWEEN A GROUPING OF TREE PITS ENDING 6' PAST THE CENTER OF THE LAST TREES IN THE GROUP.
6. HAND EXCAVATION IS REQUIRED AT LEAST 18 INCHES ON EITHER SIDE OF A MARKED FACILITY. CONTRACTOR/EXCAVATOR IS EXPECTED TO HONOR ALL TIME/MARKING REQUIREMENTS AND DIG IN A REASONABLE AND PRUDENT MANNER, TAKING ALL REASONABLE AND REQUIRED PRECAUTIONS TO AVOID DAMAGING UNDERGROUND FACILITIES. IF DAMAGE TO AN UNDERGROUND FACILITY SHOULD OCCUR, IMMEDIATELY CALL CUAN AT (312) 744-7000 TO REPORT THE DAMAGE. THE CONTRACTOR MUST ALSO IMMEDIATELY NOTIFY THE OWNER OF THE DAMAGED FACILITY.



DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	TREE PIT DETAIL		
		DATE	SHEET	DRAWN BY
		01/03/07	A-5-2C	CDOT

**TREE DIAMETER**

**DISTANCE OF TUNNEL FROM TREE TRUNK**

**DISTANCE OF OPEN BYPASS TRENCH FROM TREE TRUNK**

**INCHES**  
2  
3  
6  
12  
18  
24+

**FEET**  
2  
3  
5\*  
6\*  
7\*  
8\*

**FEET**  
3  
6  
10  
12  
14  
16

\* DEPENDENT ON PARKWAY WIDTH

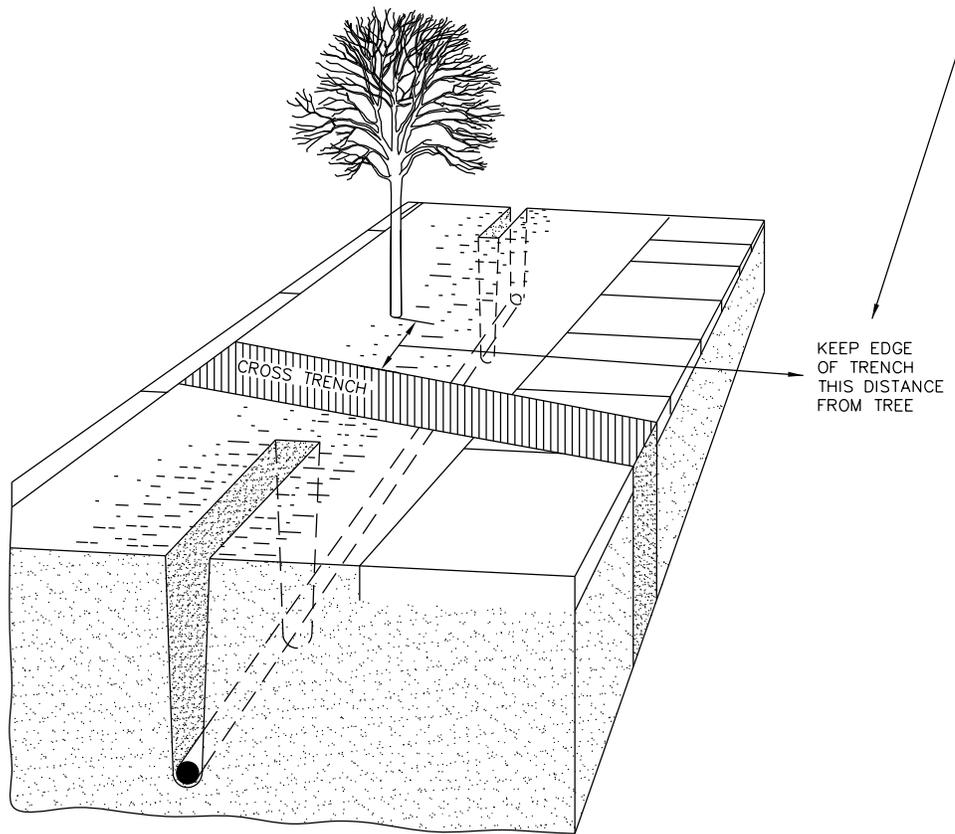
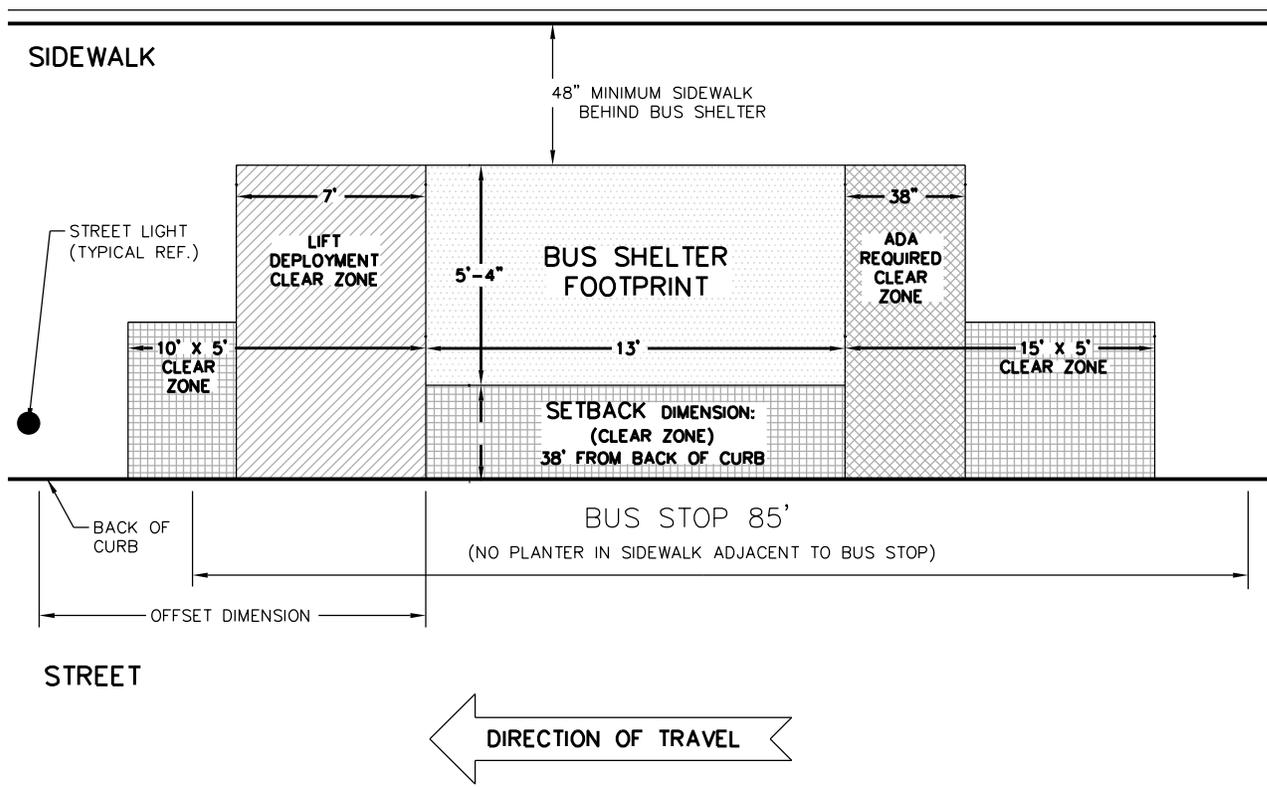


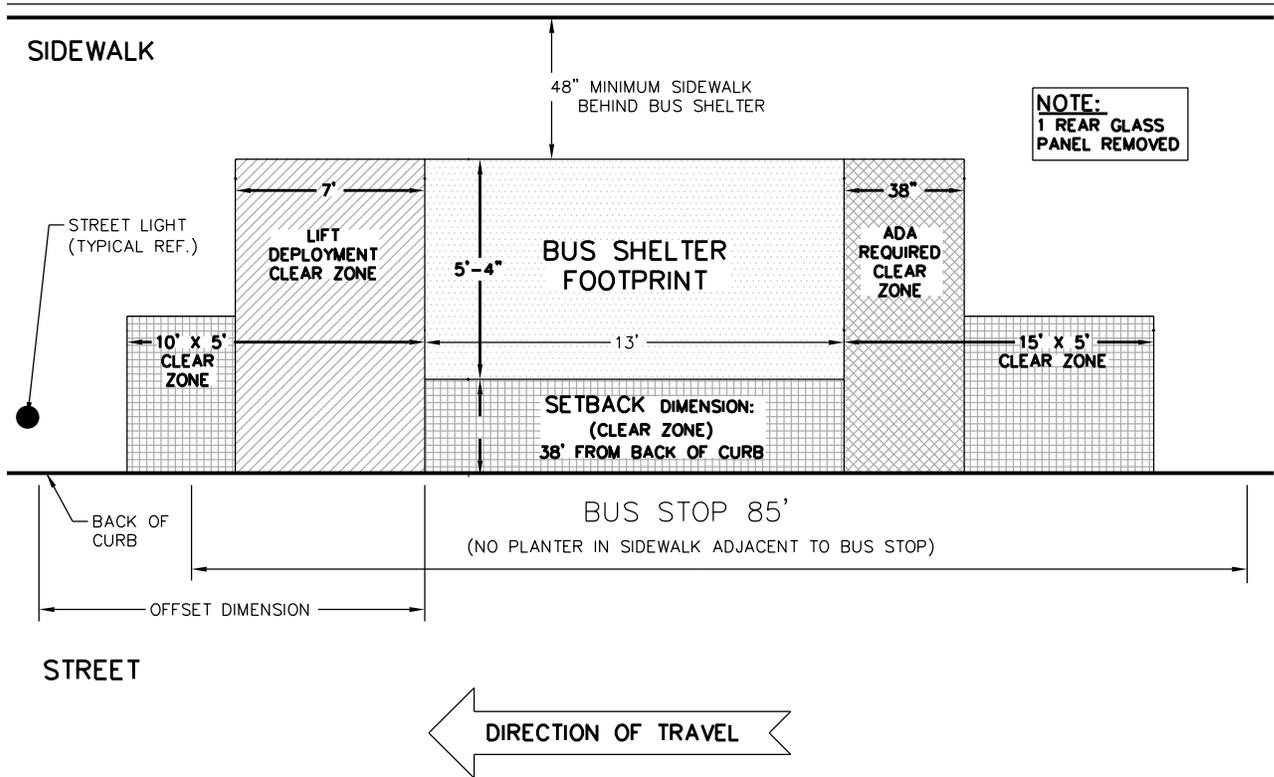
DIAGRAM ILLUSTRATING THE USE OF SOIL AUGERS IN THE PRESENCE OF TREES.



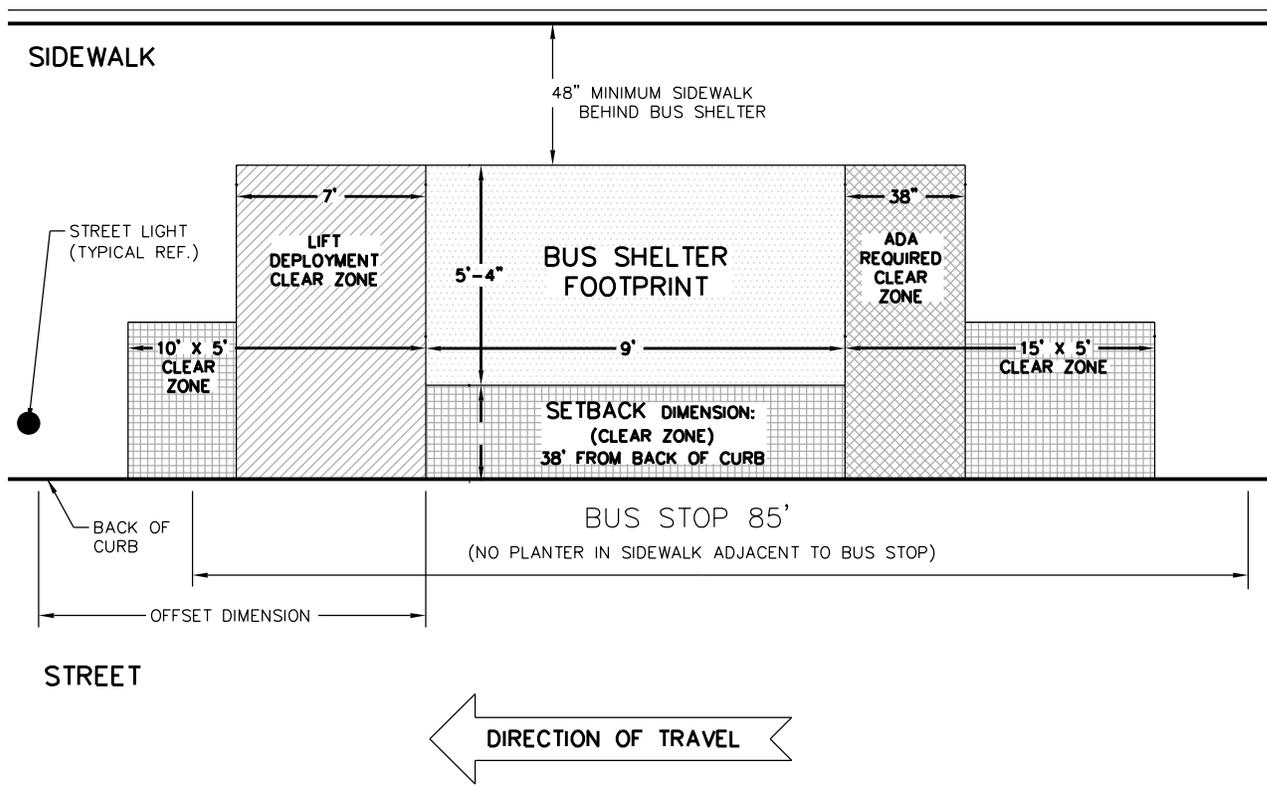
DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	TRENCH GUIDELINES FOR INSTALLATION OF UNDERGROUND UTILITIES ADJACENT TO TREES		
		DATE	SHEET	DRAWN BY
		01/11/07	A-5-3	CDOT



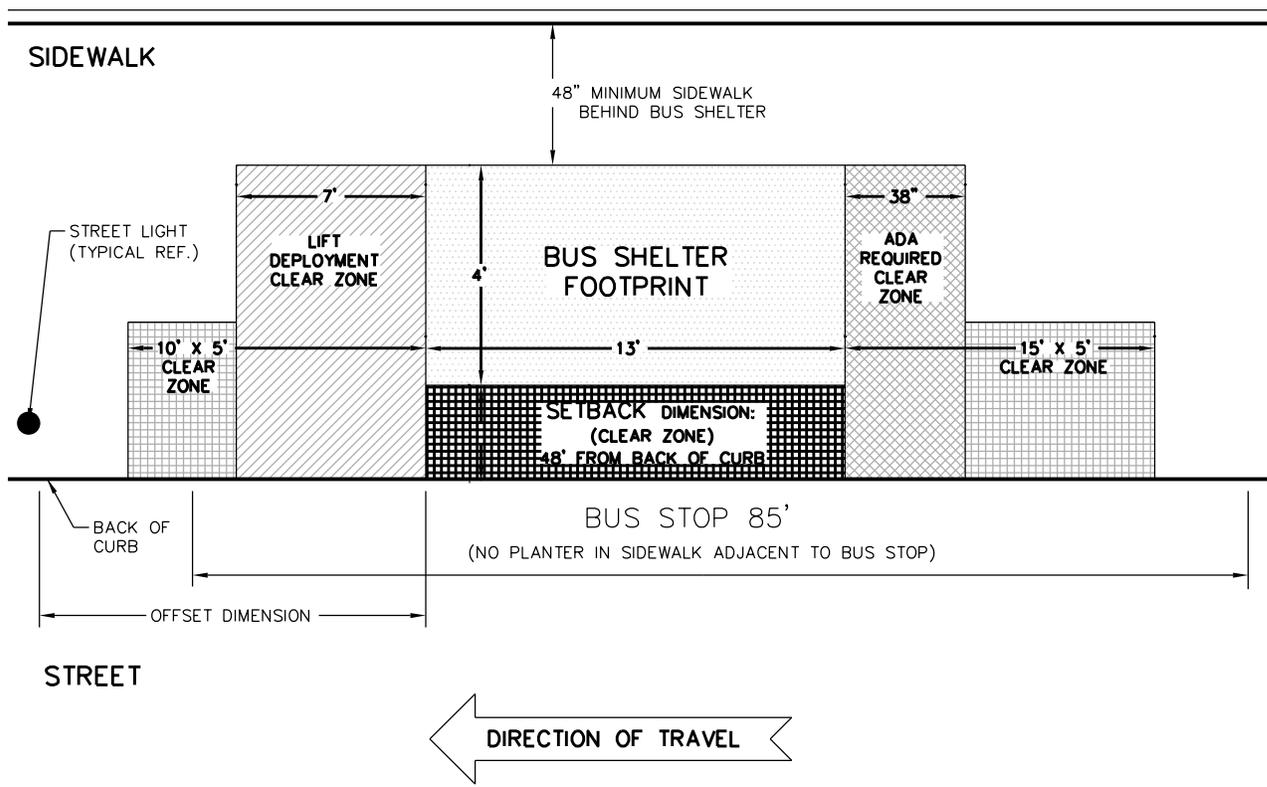
	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	BUS SHELTER		
			3 SECTION-FULL SIZE		
			NEW INSTALLATION		
			DATE	SHEET	DRAWN BY
			01/02/07	A-5-4A	CDOT



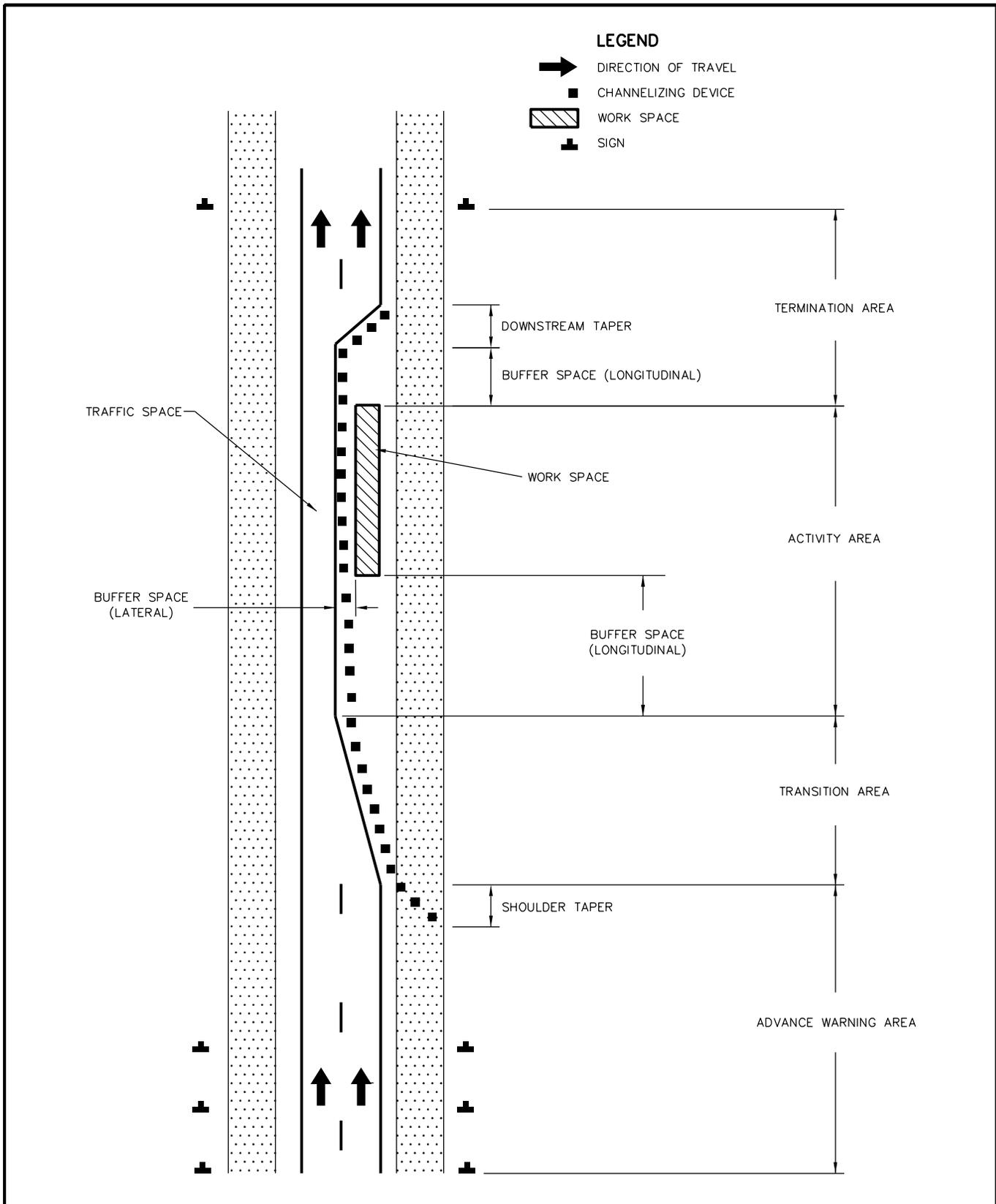
	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	BUS SHELTER 3 SECTION - 1 GLASS PANEL REMOVED NEW INSTALLATION		
			DATE	SHEET	DRAWN BY
			01/02/07	A-5-4B	CDOT



	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	BUS SHELTER		
			2 SECTION - FULL SIZE		
			NEW INSTALLATION		
			DATE	SHEET	DRAWN BY
			01/02/07	A-5-4C	CDOT



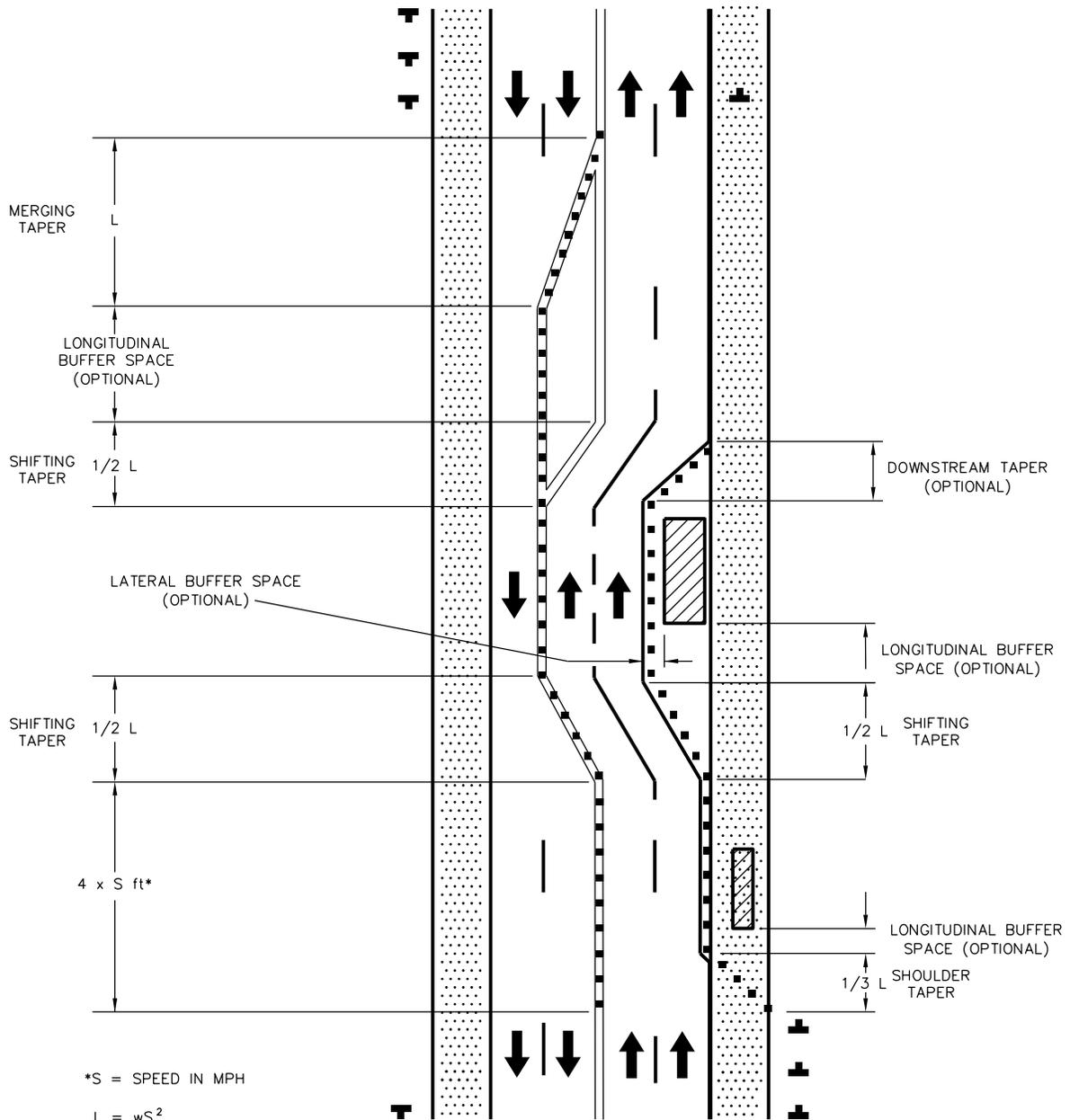
	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	BUS SHELTER		
			3 SECTION - NARROW SIZE		
			NEW INSTALLATION		
			DATE	SHEET	DRAWN BY
			01/02/07	A-5-4D	CDOT



	DATE	REVISION	CITY OF CHICAGO		
			COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL ZONE		
			DATE	SHEET	DRAWN BY
			1/1/14	A-6-1A	CDOT

**LEGEND**

-  DIRECTION OF TRAVEL
-  CHANNELIZING DEVICE
-  WORK SPACE
-  SIGN



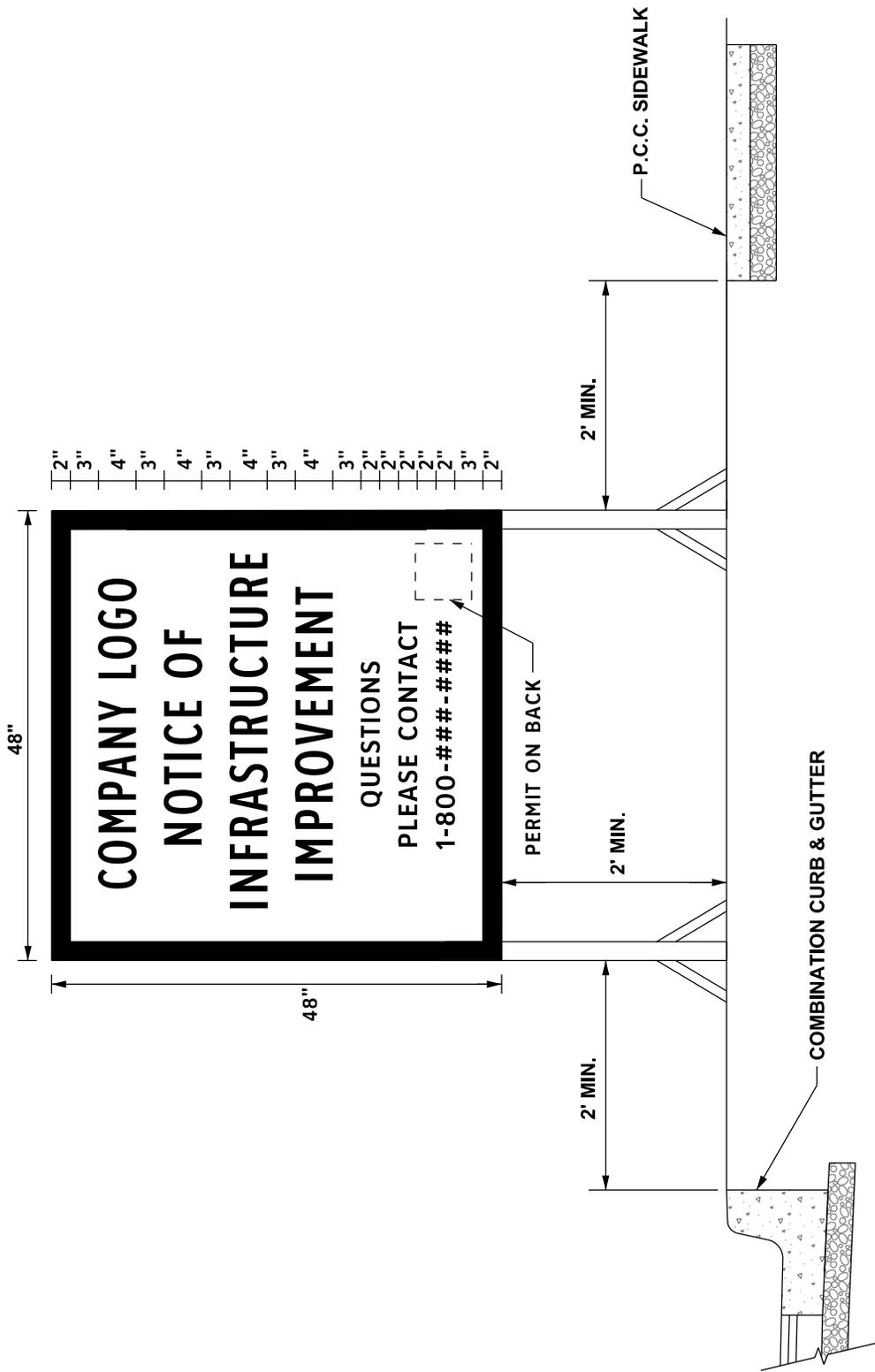
\*S = SPEED IN MPH

$$L = \frac{wS^2}{60}$$

w = LANE WIDTH



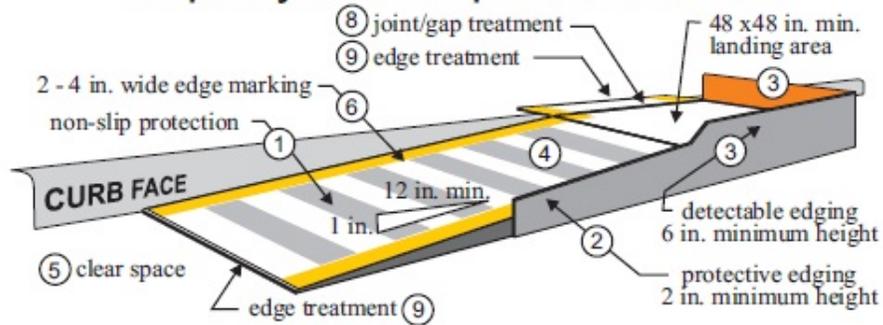
DATE	REVISION	CITY OF CHICAGO		
		COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL ZONE		
		DATE	SHEET	DRAWN BY
		1/1/14	A-6-1B	CDOT



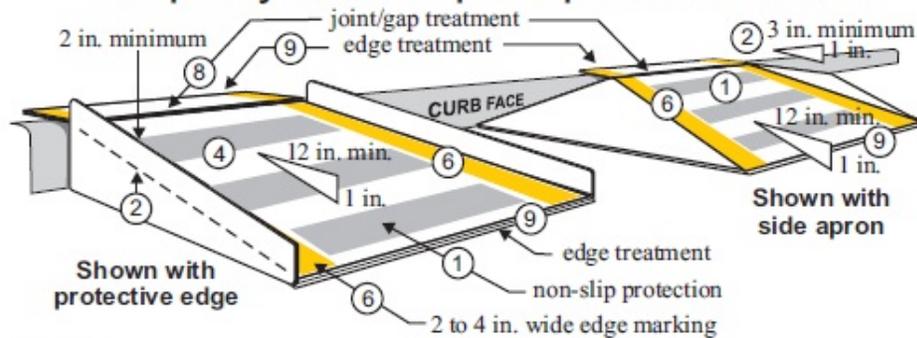
DATE	REVISION
1/1/2014	REVISION 1

CITY OF CHICAGO		
TYPICAL CONSTRUCTION SIGN & PLACEMENT DETAIL		
DATE	SHEET	DRAWN BY
01/03/07	A-6-2	CDOT

### Temporary Curb Ramp - Parallel to Curb



### Temporary Curb Ramp - Perpendicular to Curb



**NOTES:**

1. Curb ramps shall be 48 in. minimum width with a firm, stable and non-slip surface.
2. Protective edging with a 2 in. minimum height shall be installed when the curb ramp or landing platform has a vertical drop of 6 in. or greater or has a side apron slope steeper than 1:3 (33%). Protective edging should be considered when curb ramps or landing platforms have a vertical drop of 3 in. or more.
3. Detectable edging with 6 in. minimum height and contrasting color shall be installed on all curb ramp landings where the walkway changes direction (turns).
4. Curb ramps and landings should have a 1:50 (2%) max cross-slope.
5. Clear space of 48 x 48 in. minimum shall be provided above and below the curb ramp.
6. The curb ramp walkway edge shall be marked with a contrasting color 2 to 4 in. wide marking. The marking is optional where color contrasting edging is used.
7. Water flow in the gutter system shall have minimal restriction.
8. Lateral joints or gaps between surfaces shall be less than 0.5 in. width.
9. Changes between surface heights should not exceed 0.5 in. Lateral edges should be vertical up to 0.25 in. high, and beveled at 1:2 between 0.25 in. and 0.5 in. height.



DATE

REVISION

CITY OF CHICAGO

TYPICAL TEMPORARY ADA RAMP

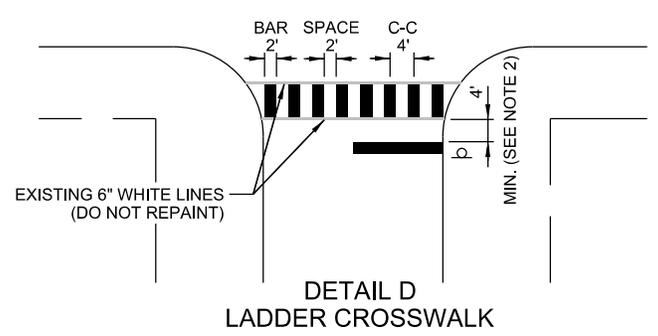
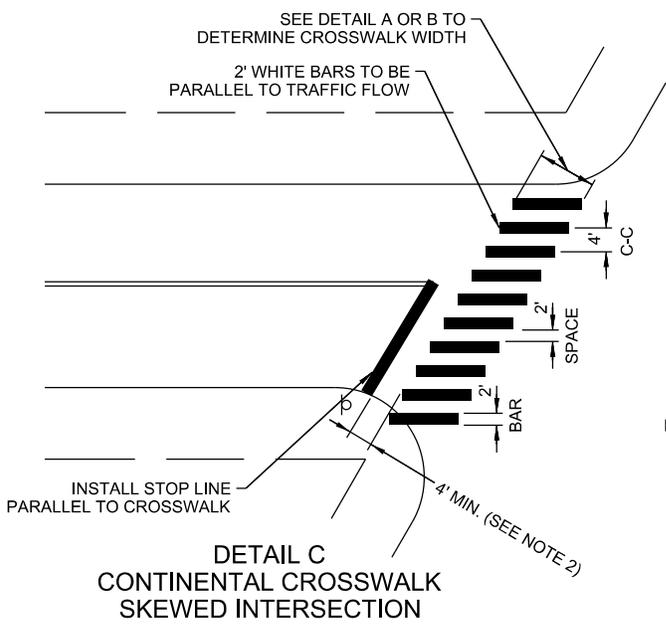
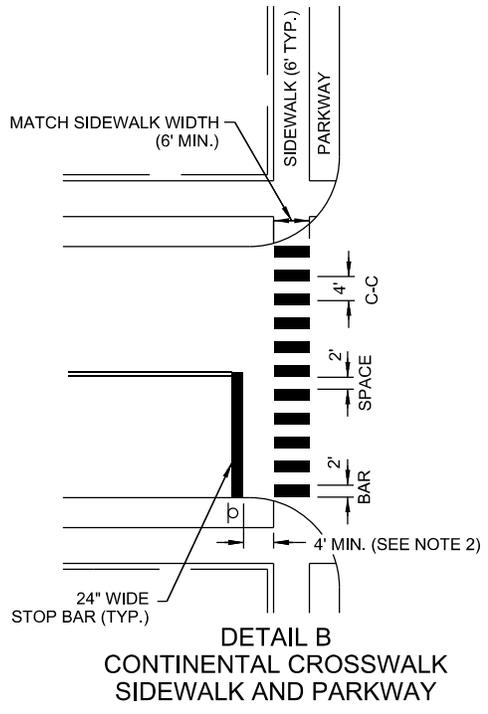
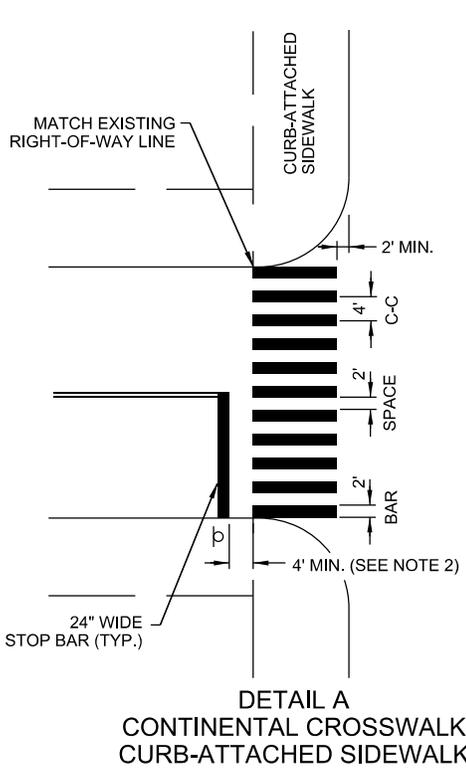
DATE

SHEET  
A-6-3

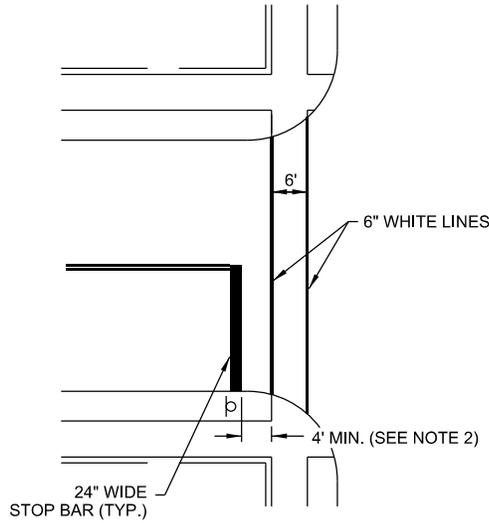
DRAWN BY

01/01/14

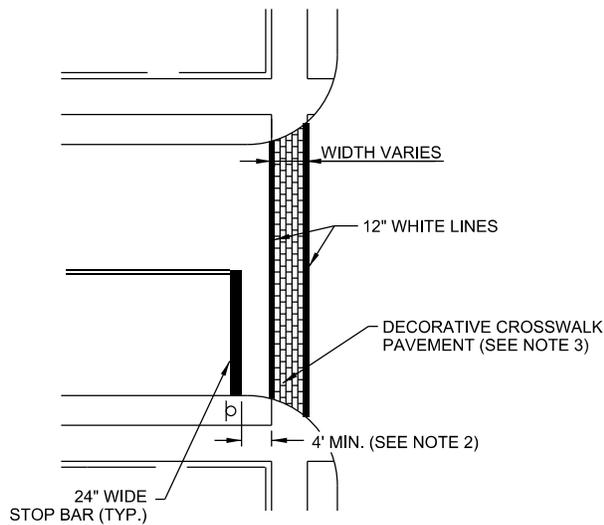
CDOT



	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	CROSSWALK MARKING DETAIL		
			DATE	SHEET	DRAWN BY
			06/25/12	A-7-1A	CDOT



**DETAIL E  
TRANSVERSE LINE CRSSWALK**



**DETAIL F  
DECORATIVE CRSSWALK**

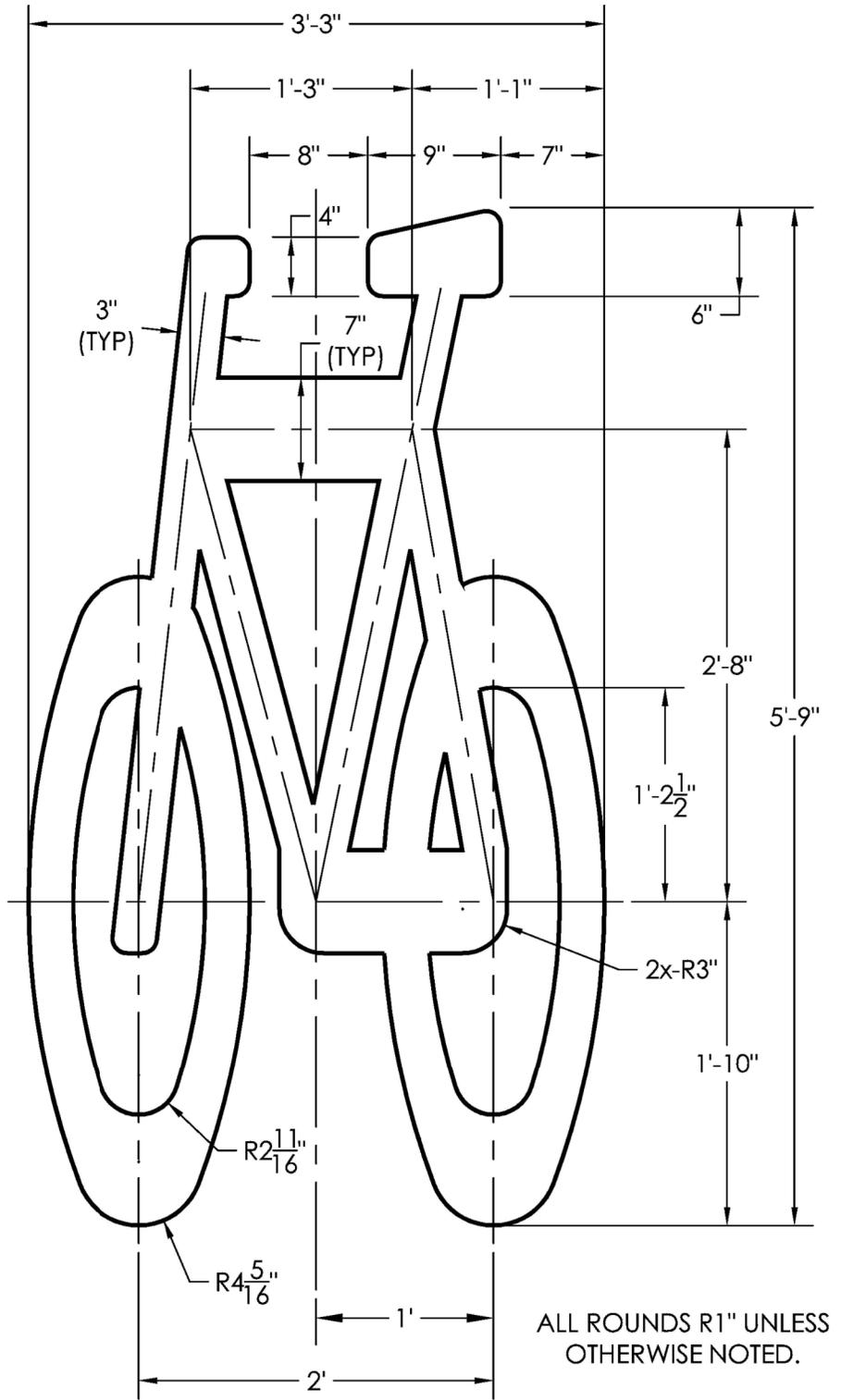
GENERAL NOTES:

1. DO NOT INSTALL NEW CROSSWALKS ACROSS ARTERIAL OR COLLECTOR STREETS WITHOUT COORDINATING WITH CDOT TRAFFIC ENGINEERS.
2. STOP LINE SHOULD BE PLACED A MINIMUM OF 4' IN ADVANCE OF A CROSSWALK. AT THE ENGINEER'S DISCRETION, THE STOP BAR MAY BE MORE THAN 4' FROM THE CROSSWALK TO AVOID ENCROACHMENT BY TURNING VEHICLES.
3. ALL RESTORATION OF DECORATIVE CROSSWALK PAVEMENT SHALL BE COORDINATED WITH CDOT PROJECT DEVELOPMENT
4. STRIPING SHOULD BE PLACED TO AVOID WHEEL PATHS FOR LONGEVITY.



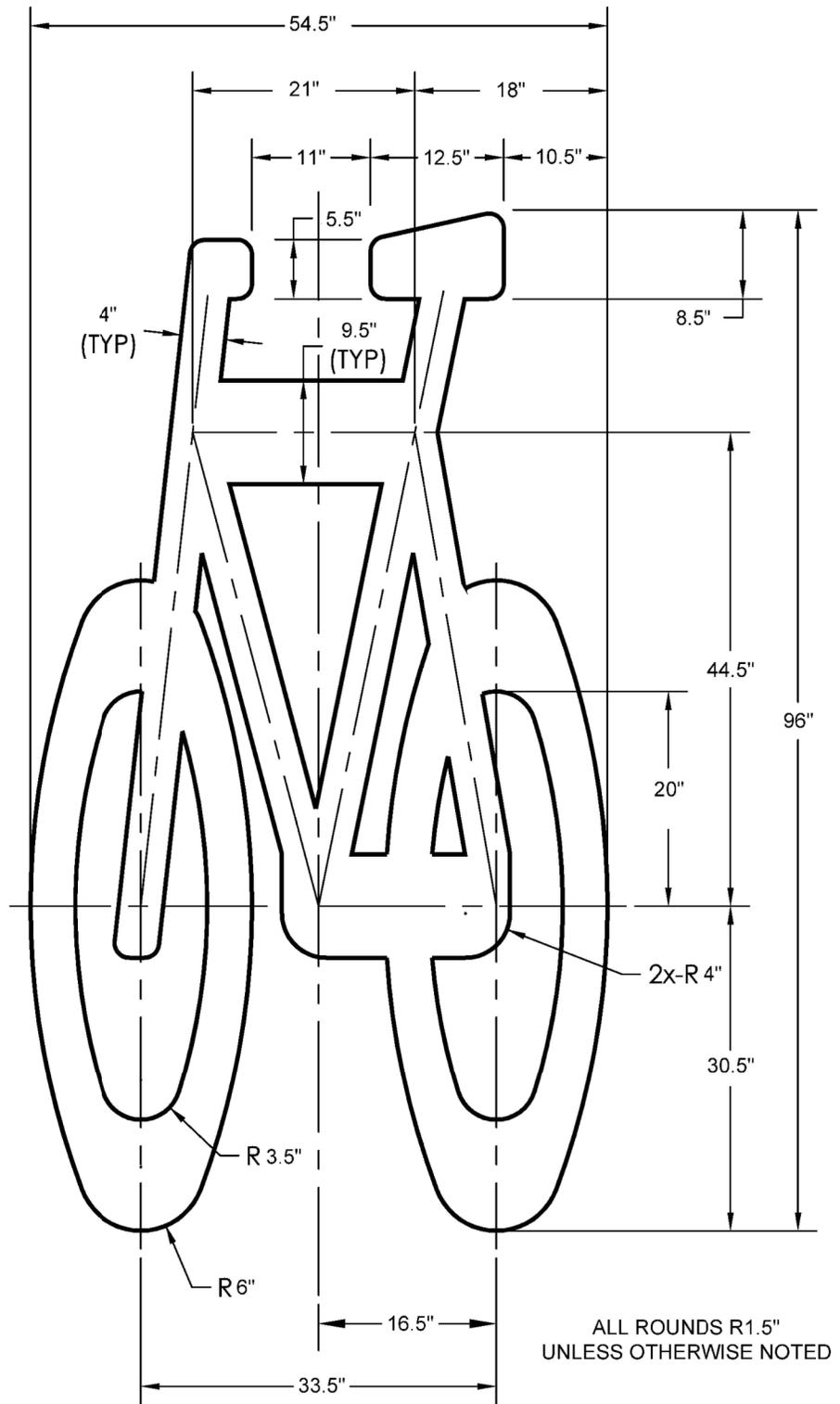
DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	CROSSWALK MARKING DETAIL		
		DATE	SHEET	DRAWN BY
		06/25/12	A-7-1B	CDOT

AREA = 8.36 ft<sup>2</sup>



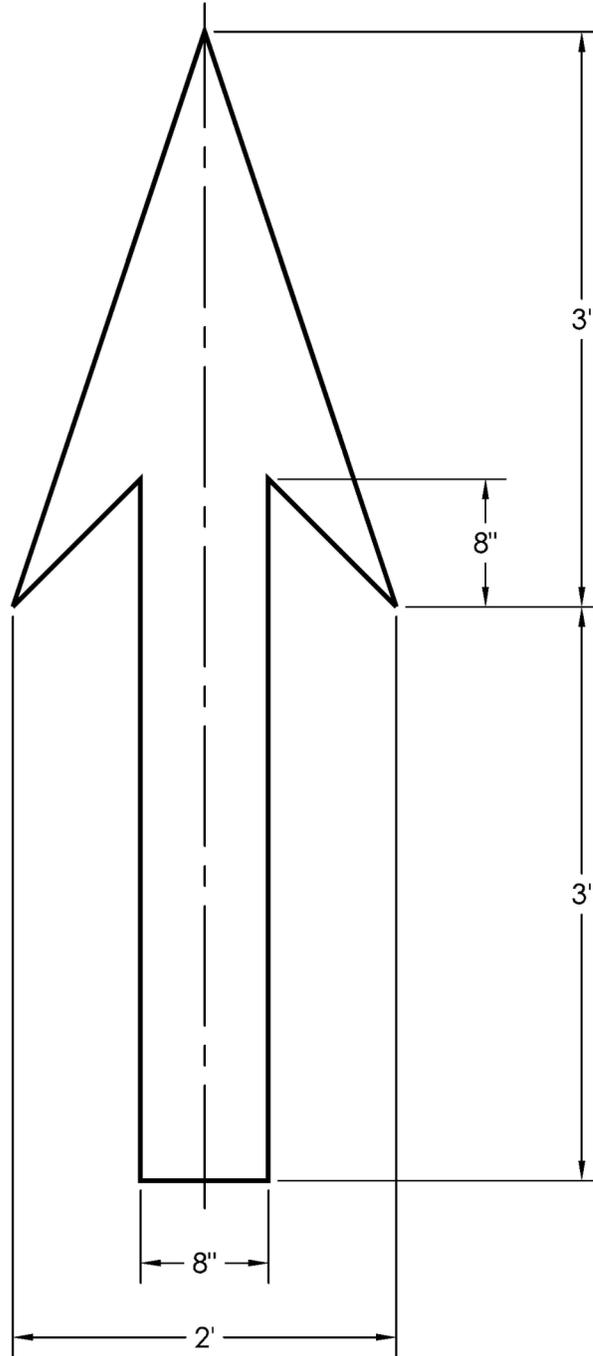
DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	6' BIKE SYMBOL		
		DATE	SHEET	DRAWN BY
		06/25/12	A-7-2	CDOT

AREA = 16.2 ft<sup>2</sup>

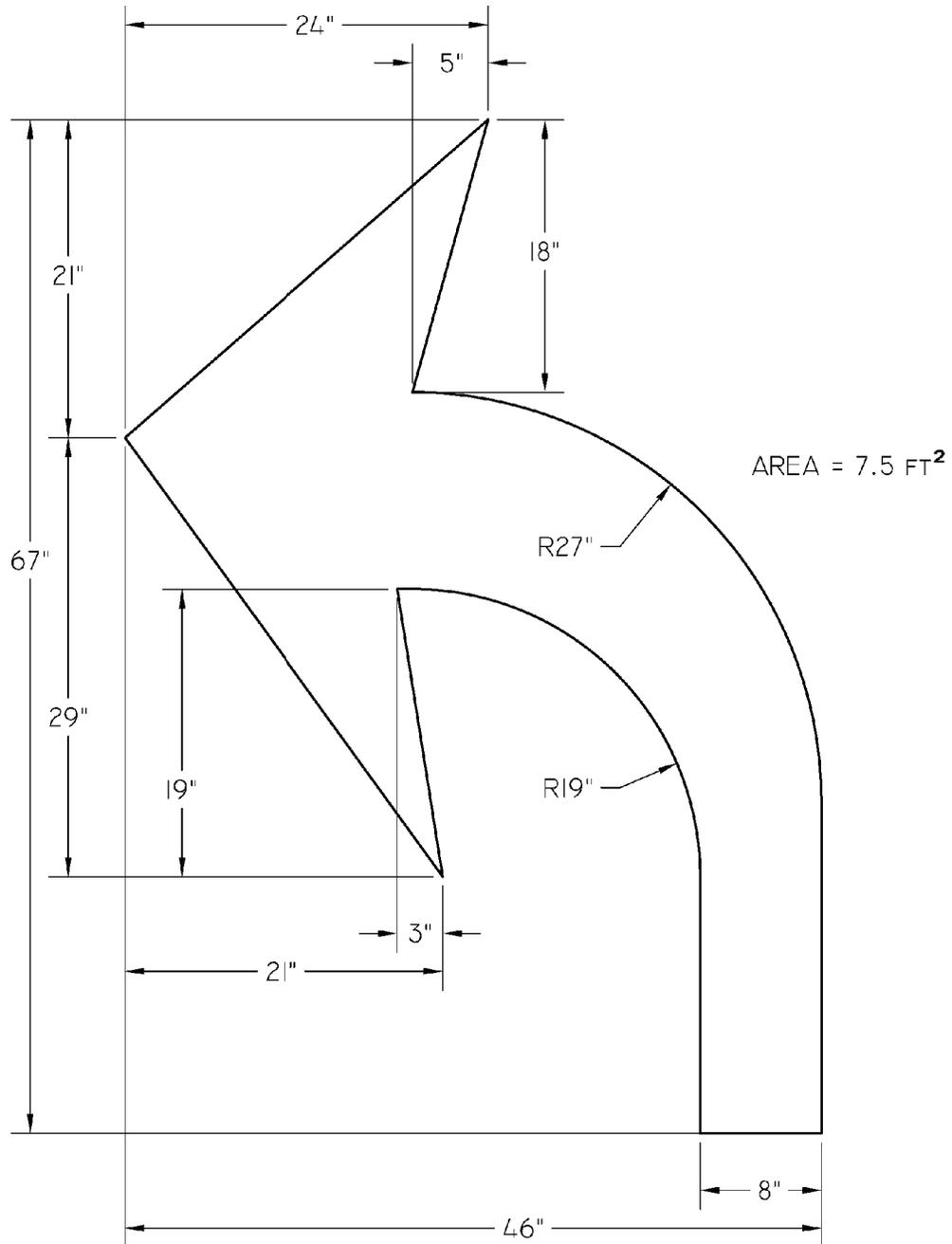


	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	8' BIKE SYMBOL		
			DATE	SHEET	DRAWN BY
			06/25/12	A-7-3	CDOT

AREA = 4.56 ft<sup>2</sup>



	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	BIKE ARROW		
			DATE	SHEET	DRAWN BY
			06/25/12	A-7-4	CDOT

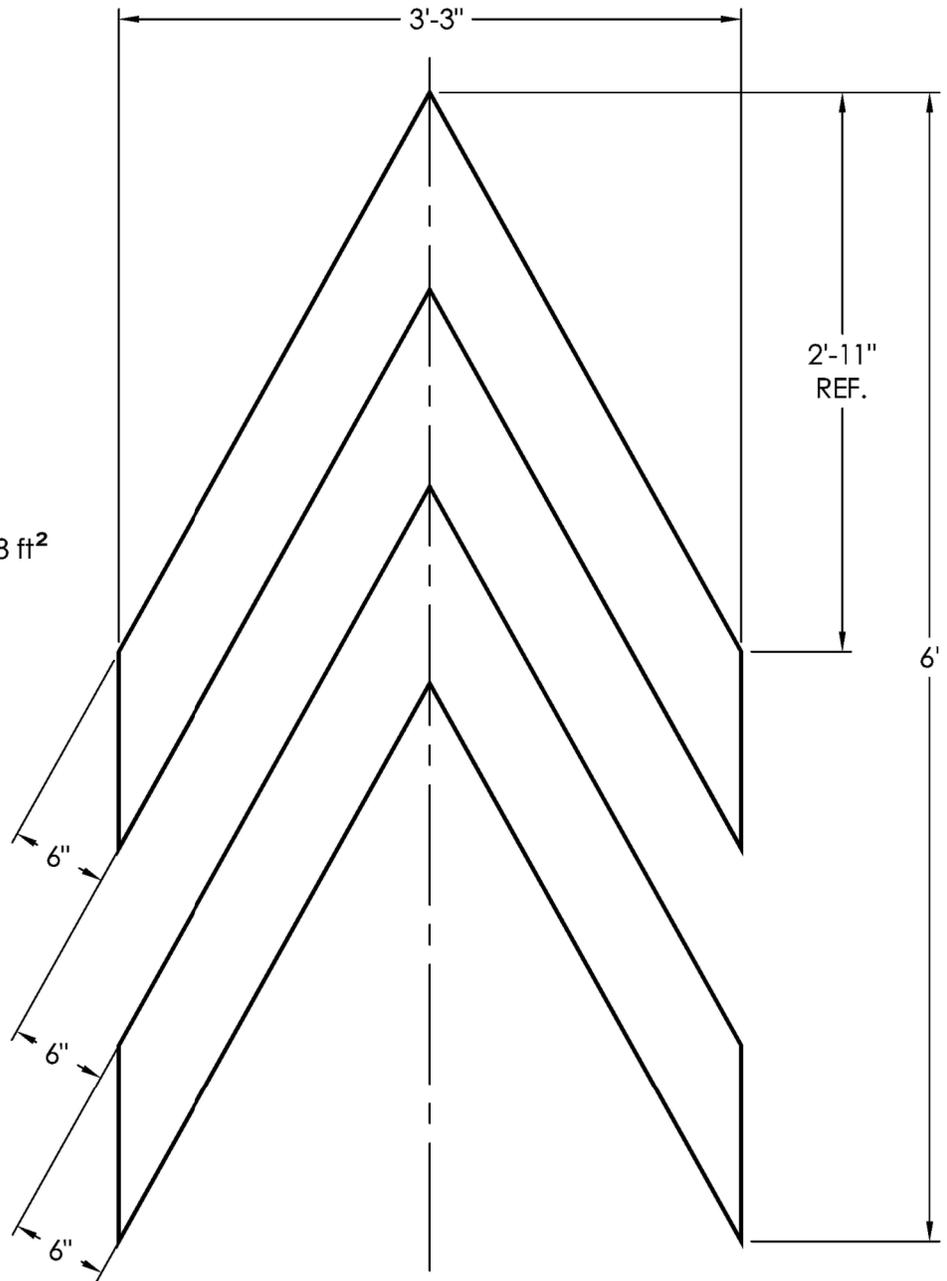


NOTE:  
 THIS SPECIFICATION REPRESENTS THE BIKE LEFT  
 TURN ARROW. FOR A BIKE RIGHT TURN ARROW,  
 USE A MIRROR IMAGE.

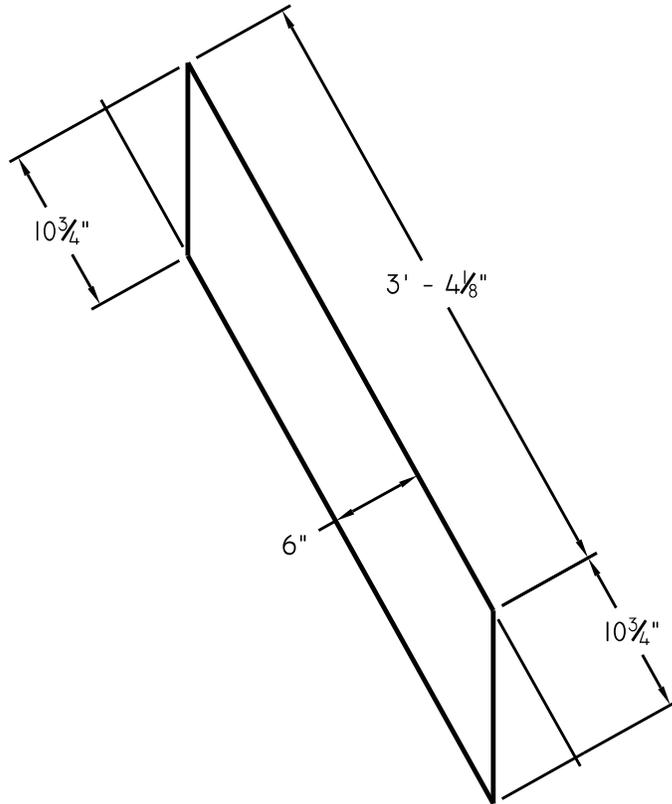


	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	BIKE TURN ARROW		
			DATE	SHEET	DRAWN BY
			06/25/12	A-7-5	CDOT

AREA = 6.68 ft<sup>2</sup>

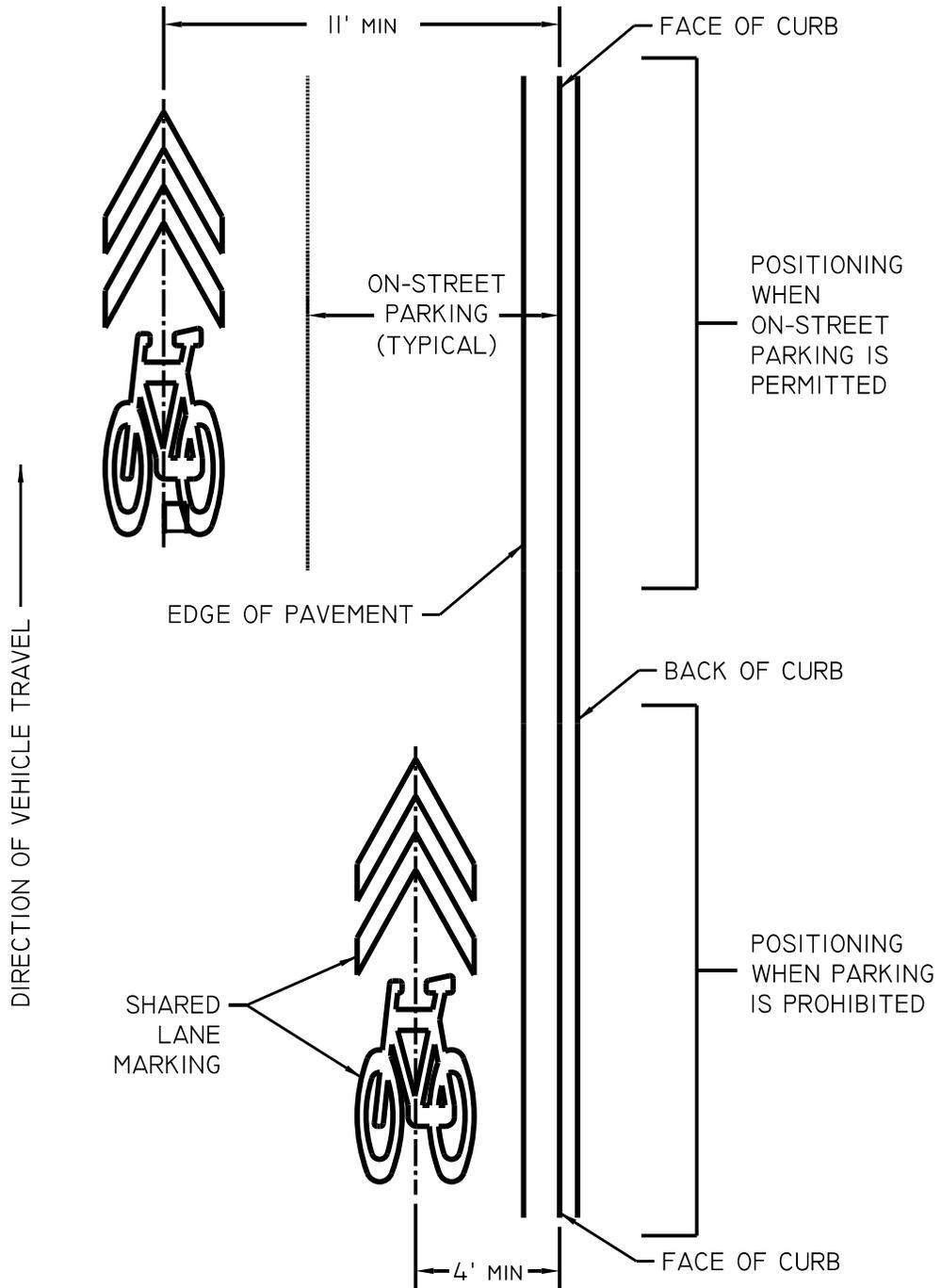


	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	BIKE CHEVRON		
			DATE	SHEET	DRAWN BY
			06/25/12	A-7-6	CDOT



- NOTE:
1. THESE DIMENSIONS SHOULD BE CONSIDERED AN APPROXIMATION, TO BE USED WHEN THE CHEVRON IS CUT, IN THE FIELD, FROM 6" PREFORMED THERMOPLASTIC MARKING.
  2. THIS DRAWING REPRESENTS THE RIGHT LEG OF THE CHEVRON. MIRROR THIS DRAWING FOR THE CHEVRON'S LEFT LEG.

	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	SHARED LANE MARKING		
			CHEVRON		
			RIGHT LEG DETAIL		
			DATE	SHEET	DRAWN BY
			10/24/05	A-7-7	CDOT



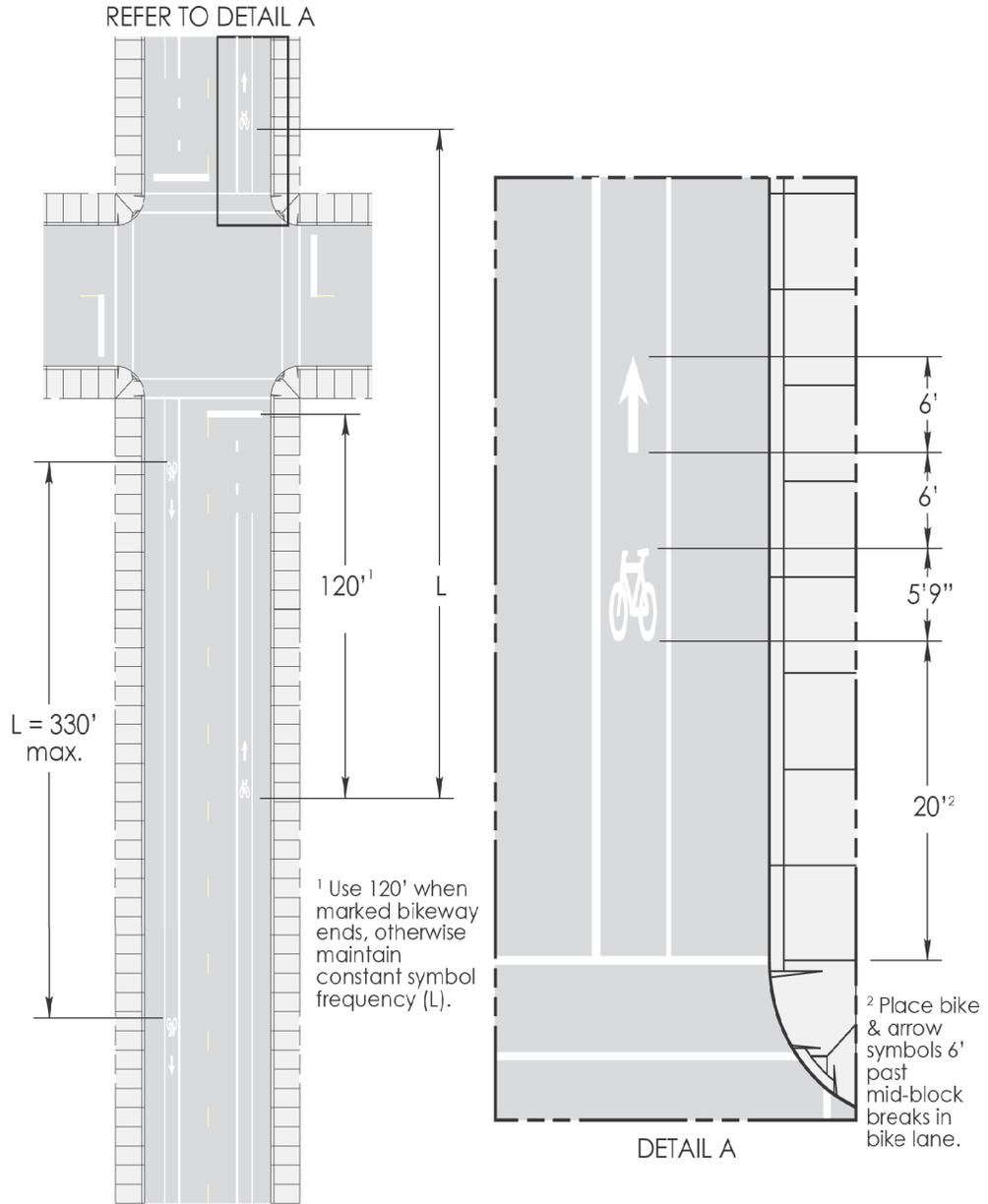
	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	SHARED LANE MARKING LATERAL POSITIONING		
			DATE	SHEET	DRAWN BY
			09/15/05	A-7-8	CDOT



Colors: Legend -Black  
Background -Orange

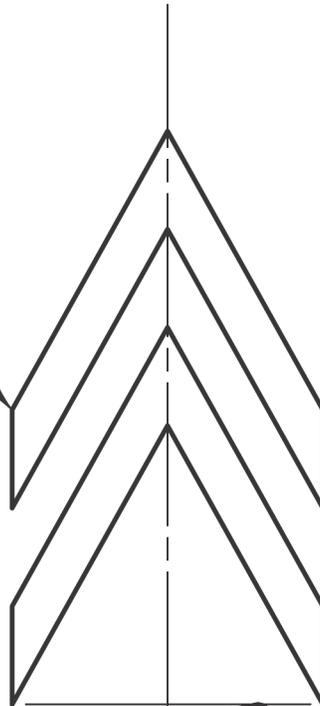


DATE	REVISION	CITY OF CHICAGO		
		SHARED LANE YIELD TO BIKES SIGN		
		DATE	SHEET	DRAWN BY
		1/1/14	A-7-9	CDOT

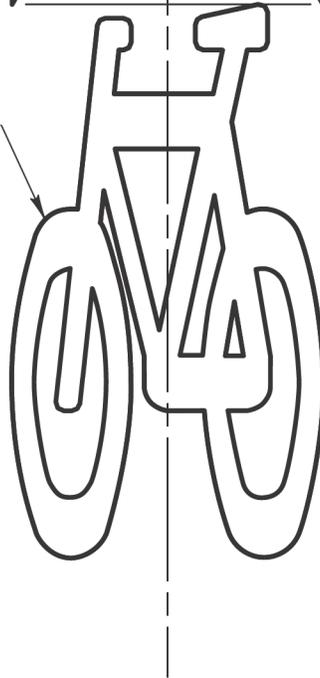


	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	BIKE AND ARROW SYMBOL SPACING		
			DATE	SHEET	DRAWN BY
			09/02/05	A-7-10	CDOT

REFER TO BIKE CHEVRON  
DETAIL FOR MARKING  
DIMENSIONS.



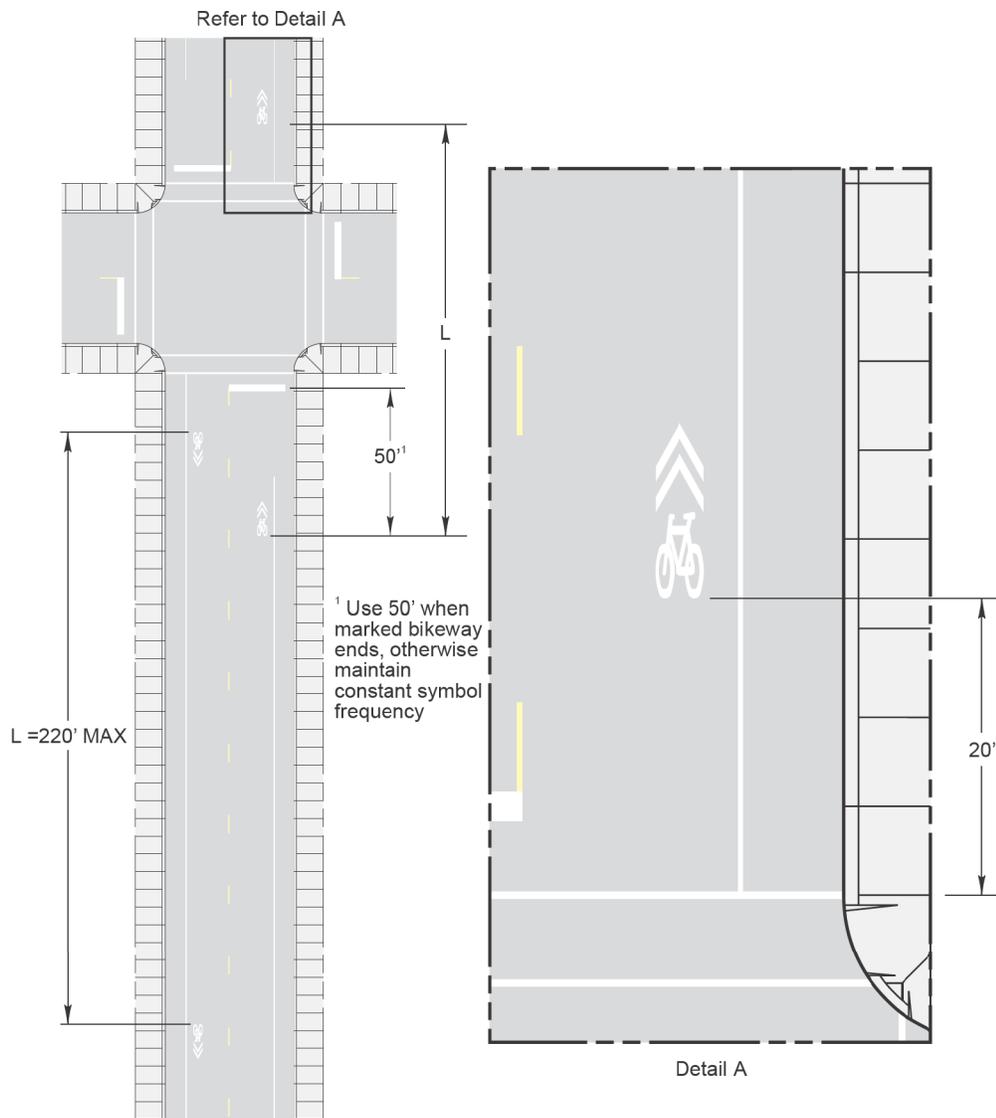
REFER TO BIKE SYMBOL  
DETAIL FOR MARKING  
DIMENSIONS.



INSTALL BIKE CHEVRON  
AND BIKE SYMBOL FLUSH  
TO ONE ANOTHER.



	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	SHARED LANE MARKING		
			DATE	SHEET	DRAWN BY
			10/02/07	A-7-11	CDOT



	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	SHARED LANE MARKING - LONGITUDINAL SPACING		
			DATE	SHEET	DRAWN BY
			12/12/07	A-7-12	CDOT

## **APPENDIX B: ADA STANDARDS**

Provided hereinafter are the latest Department of Transportation ADA Standards which must be followed for infrastructure construction in the Public Way. Please be advised that these may be revised without notice because of new standards and regulations imposed by the Federal, State and Local Governments.

# CITY OF CHICAGO

## DEPARTMENT OF TRANSPORTATION

### APPENDIX B

### REQUIREMENTS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY

# ADA STANDARDS



Department of Transportation

REVISION		REVISION	
1.	DATE - 02/20/2007	5.	DATE - 08/10/2012
2.	DATE - 11/15/2007	6.	DATE - 01/01/14
3.	DATE - 11/14/2008		
4.	DATE - 11/02/2009		



# APPENDIX B - ADA STANDARDS

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B-1-3	2 PERPENDICULAR RAMPS AT CORNER WITH RAMPS IN CURB RADIUS
B-1-4	PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH SINGLE CROSSING
B-1-5	PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH DETECTABLE WARNING SETBACK GREATER THAN 5'
B-1-6	COMBINATION RAMP AT CORNER (PARALLEL AND PERPENDICULAR RAMPS)
B-1-7	BLENDED TRANSITION AT CORNER
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B-1-14	RAMPS THAT DO NOT ALIGN WITH CROSSWALK
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B-2-2	ALLEY RETURN SECTIONS
B-2-3	DRIVEWAY CONSTRUCTION PLAN VIEWS
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B-3-2	GENERAL NOTES
B-3-3	GENERAL NOTES (CONTINUED)
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### SECTION 4 - DETAILS

<u>SHEET#</u>	<u>SHEET NAME</u>
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B-4-2	DETECTABLE WARNING DETAILS
B-4-3	CURB & GUTTER DETAILS

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

**NOTES:**

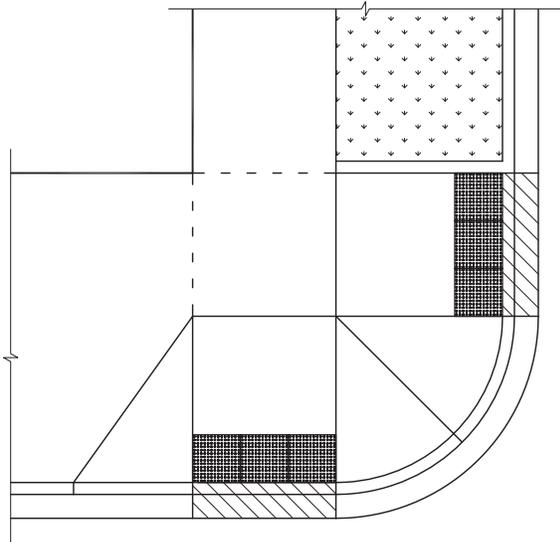
**CURB RAMP LAYOUT B-1-2 IS PREFERRED WHEREVER POSSIBLE. WHERE RAMPS ARE LOCATED IN THE CORNER RADIUS, LAYOUT B-1-3 SHALL BE USED.**

CURB RAMP PLACEMENT SHALL BE COORDINATED AS REQUIRED TO ALLOW FOR A 4' MINIMUM WIDTH SIDEWALK AROUND EACH CORNER OF INTERSECTION. SIDEWALK NOT TO BE OBSTRUCTED BY CURB RAMPS OR OTHER BARRIERS AND SHALL HAVE A CROSS SLOPE OF 1:64 MAXIMUM.

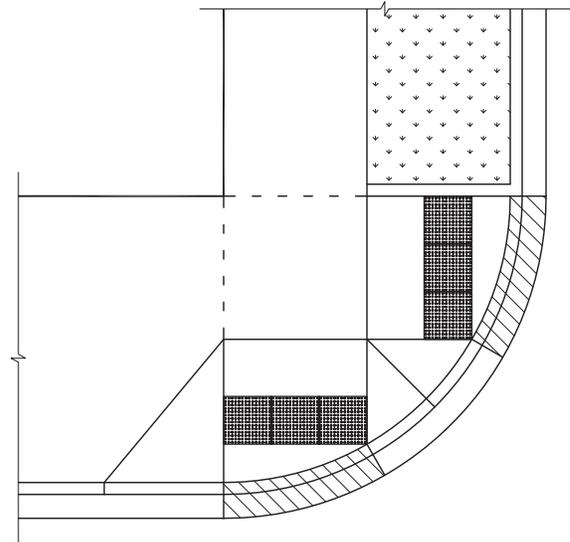
THE BLENDED TRANSITION LAYOUT B-1-7 (AND SIMILAR) MAY BE USED WHERE TWO RAMPS ARE NOT POSSIBLE DUE TO GEOMETRIC CONSTRAINTS, SUCH AS LIMITED SIDEWALK WIDTH OR GRADE ELEVATIONS. THE BLENDED TRANSITION SHALL NOT BE USED IF ACCESS TO AN EXISTING FACILITY WOULD BE REDUCED.

**THE SHARED PERPENDICULAR RAMP AT CORNER LAYOUT B-1-10 IS NOT PREFERRED AND MAY ONLY BE USED WITH PERMISSION FROM THE COMMISSIONER.**

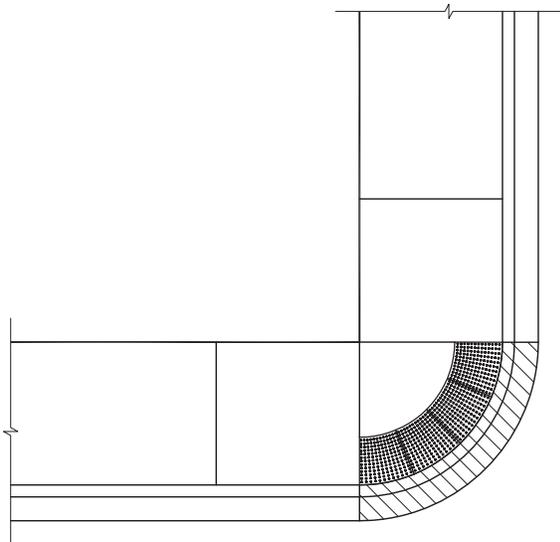
SEE SHEET B-3-3 FOR TRANSITION PANEL GUIDELINES.



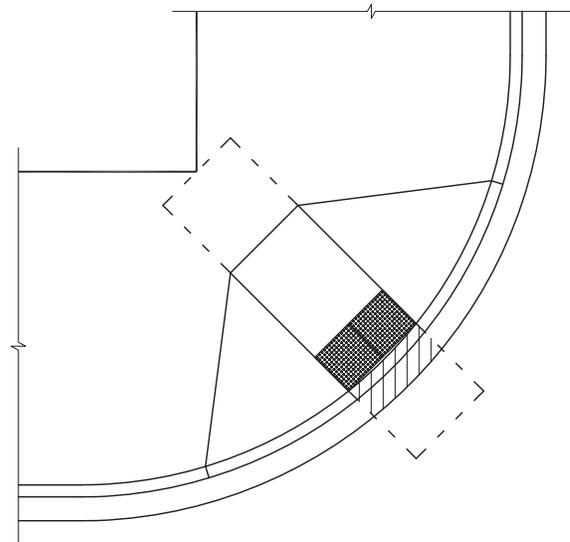
**SHEET B-1-2: 2 PERPENDICULAR RAMPS**



**SHEET B-1-3: 2 RAMPS IN RADIUS**

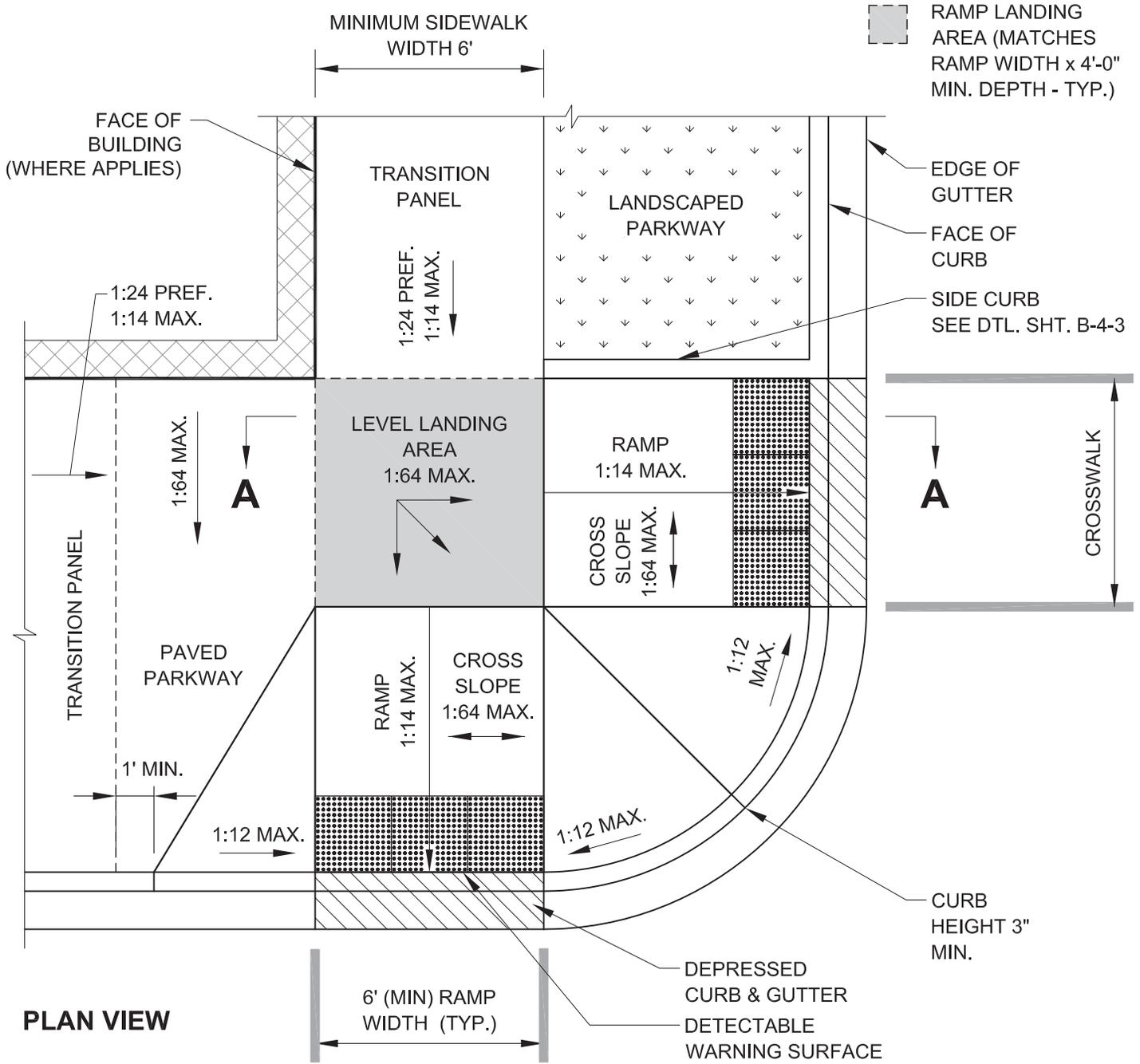
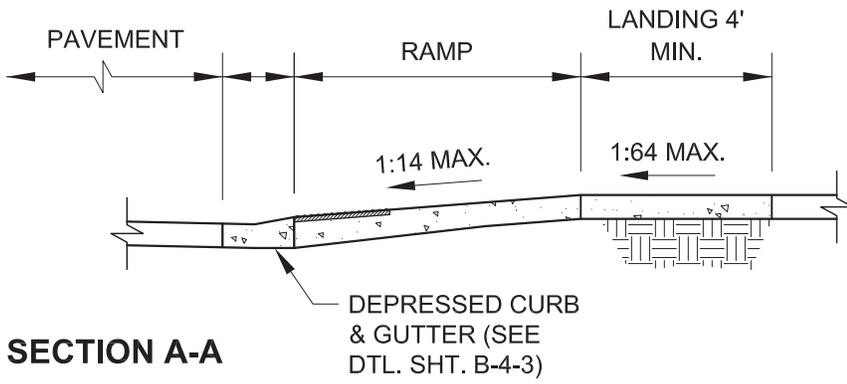


**SHEET B-1-7: BLENDED TRANSITION**



**SHEET B-1-10: SHARED PERPENDICULAR RAMP AT CORNER**

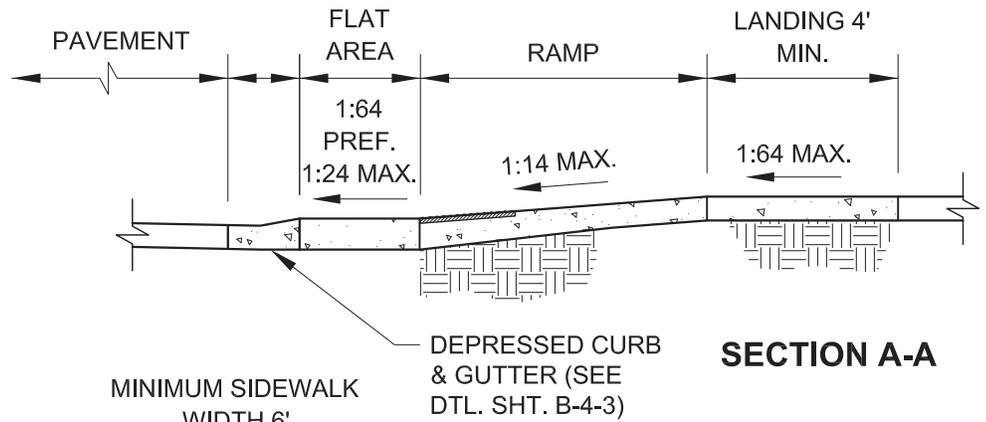
DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5



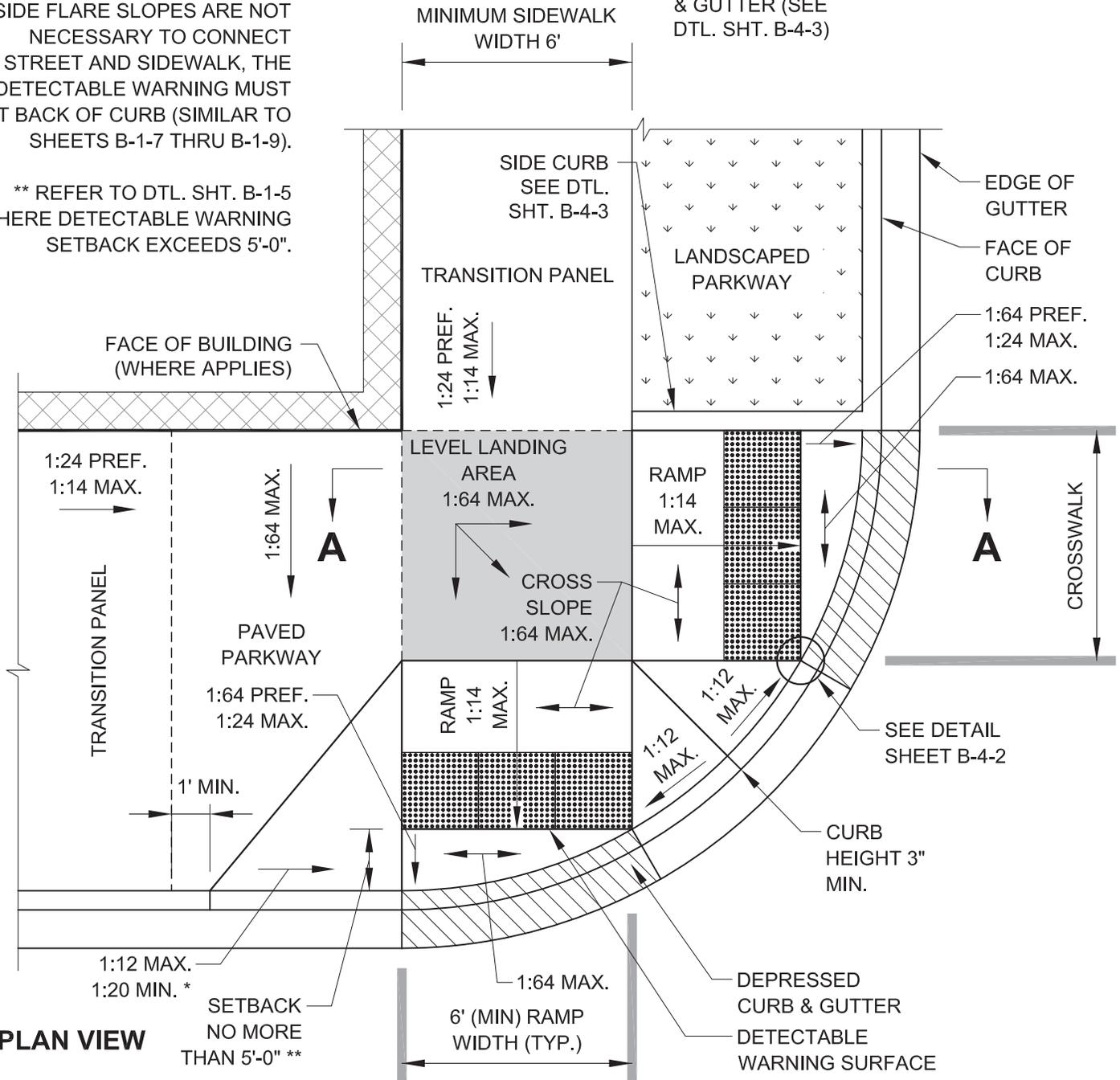
DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

\* SIDE FLARES WITH A MINIMUM SLOPE OF 1:20 (MEASURED PARALLEL TO CURB) ARE NECESSARY FOR DETECTION BY THE BLIND AND VISUALLY IMPAIRED AT PAVED PARKWAYS WHERE DETECTABLE WARNING IS SET BACK FROM BACK OF CURB (TO BE POSITIONED PERPENDICULAR TO THE PATH OF TRAVEL). WHERE RAMP AND SIDE FLARE SLOPES ARE NOT NECESSARY TO CONNECT STREET AND SIDEWALK, THE DETECTABLE WARNING MUST FIT BACK OF CURB (SIMILAR TO SHEETS B-1-7 THRU B-1-9).

\*\* REFER TO DTL. SHT. B-1-5 WHERE DETECTABLE WARNING SETBACK EXCEEDS 5'-0".



**SECTION A-A**



**PLAN VIEW**

City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
www.cityofchicago.org



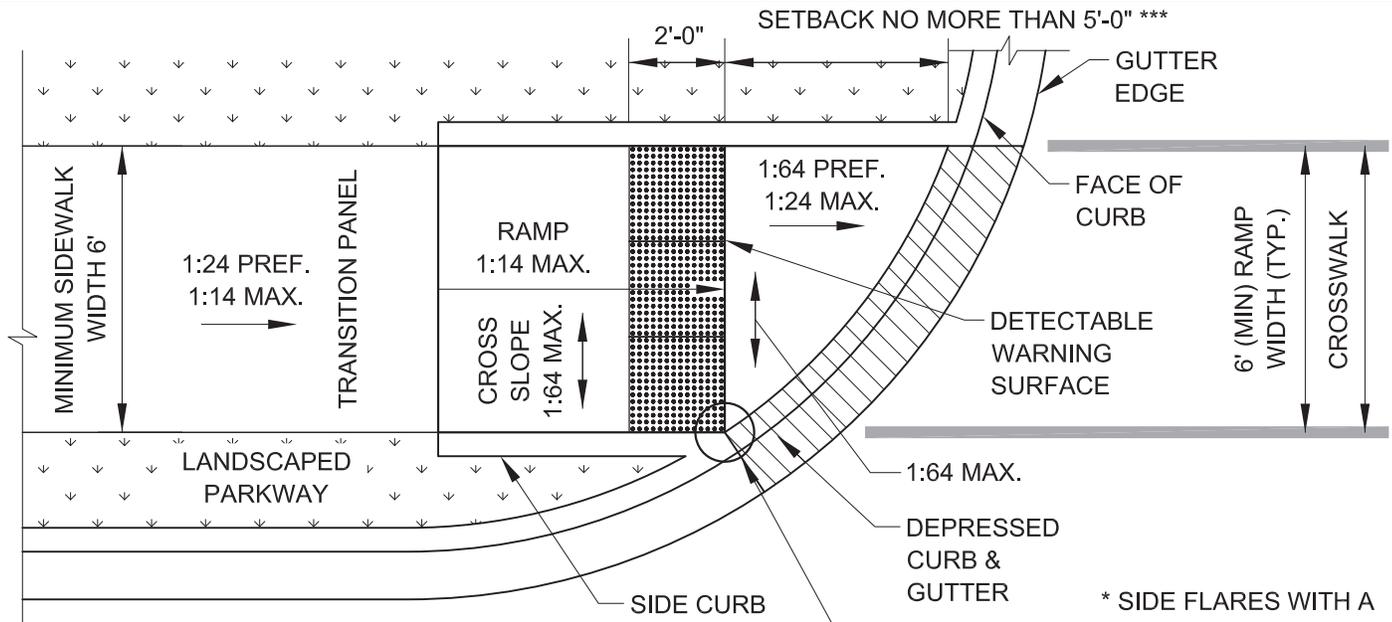
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02/20/07	REVISION 1
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11/14/08	REVISION 3
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08/10/12	REVISION 5

CITY OF CHICAGO  
2 PERPENDICULAR RAMPS AT CORNER  
WITH RAMPS IN CURB RADIUS

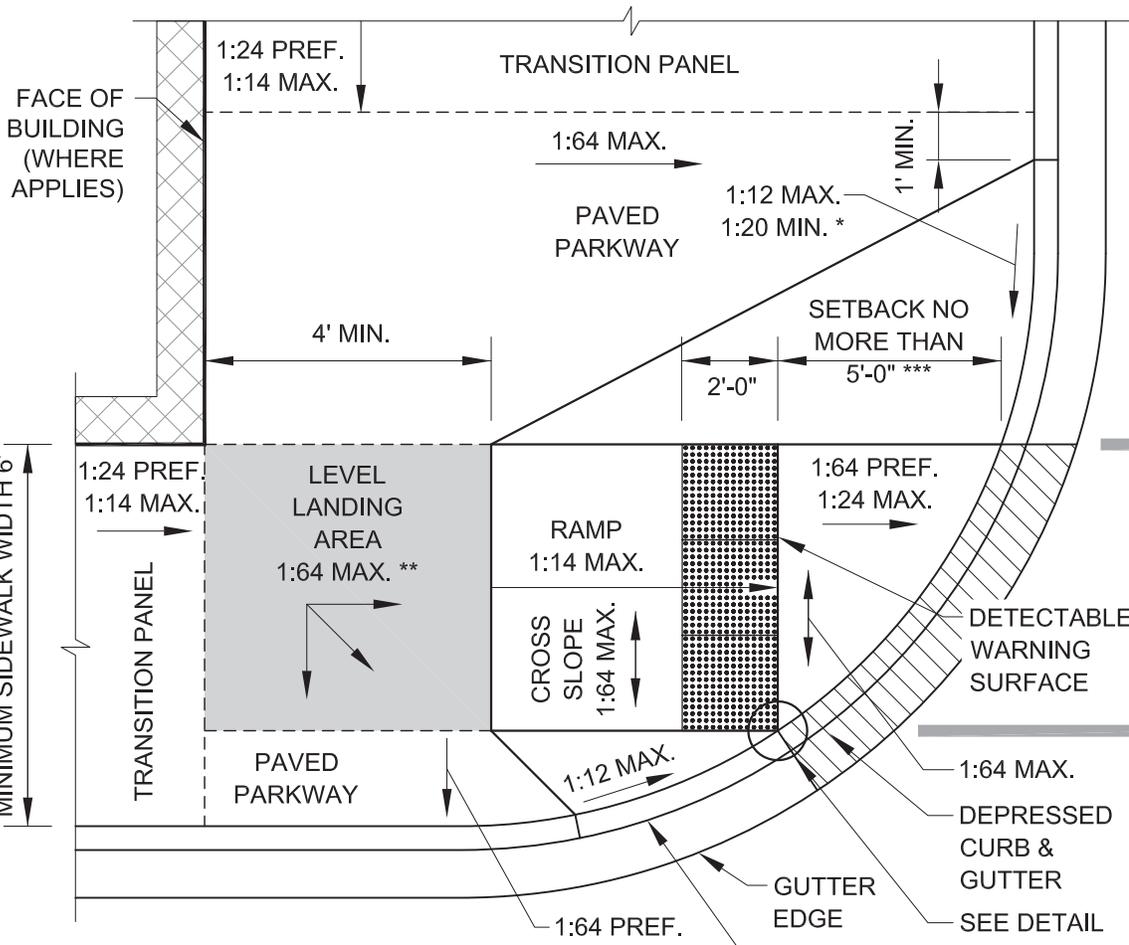
**SHEET B-1-3**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM



**PLAN VIEW - SIDEWALK THROUGH PARKWAY**



**PLAN VIEW - FULL WIDTH CONCRETE SIDEWALK**

\* SIDE FLARES WITH A MINIMUM SLOPE OF 1:20 (MEASURED PARALLEL TO CURB) ARE NECESSARY FOR DETECTION BY THE BLIND AND VISUALLY IMPAIRED AT PAVED PARKWAYS WHERE DETECTABLE WARNING IS SET BACK FROM BACK OF CURB (TO BE POSITIONED PERPENDICULAR TO THE PATH OF TRAVEL). WHERE RAMP AND SIDE FLARE SLOPES ARE NOT NECESSARY TO CONNECT STREET AND SIDEWALK, THE DETECTABLE WARNING MUST FIT BACK OF CURB (SIMILAR TO SHEETS B-1-7 THRU B-1-9).

\*\* LEVEL LANDING AREA REQUIRED WHERE SIDEWALKS INTERSECT AT TOP OF RAMP.

\*\*\* REFER TO DTL. SHT. B-1-5 WHERE DETECTABLE WARNING SETBACK EXCEEDS 5'-0".

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Department of Transportation  
Division of Engineering  
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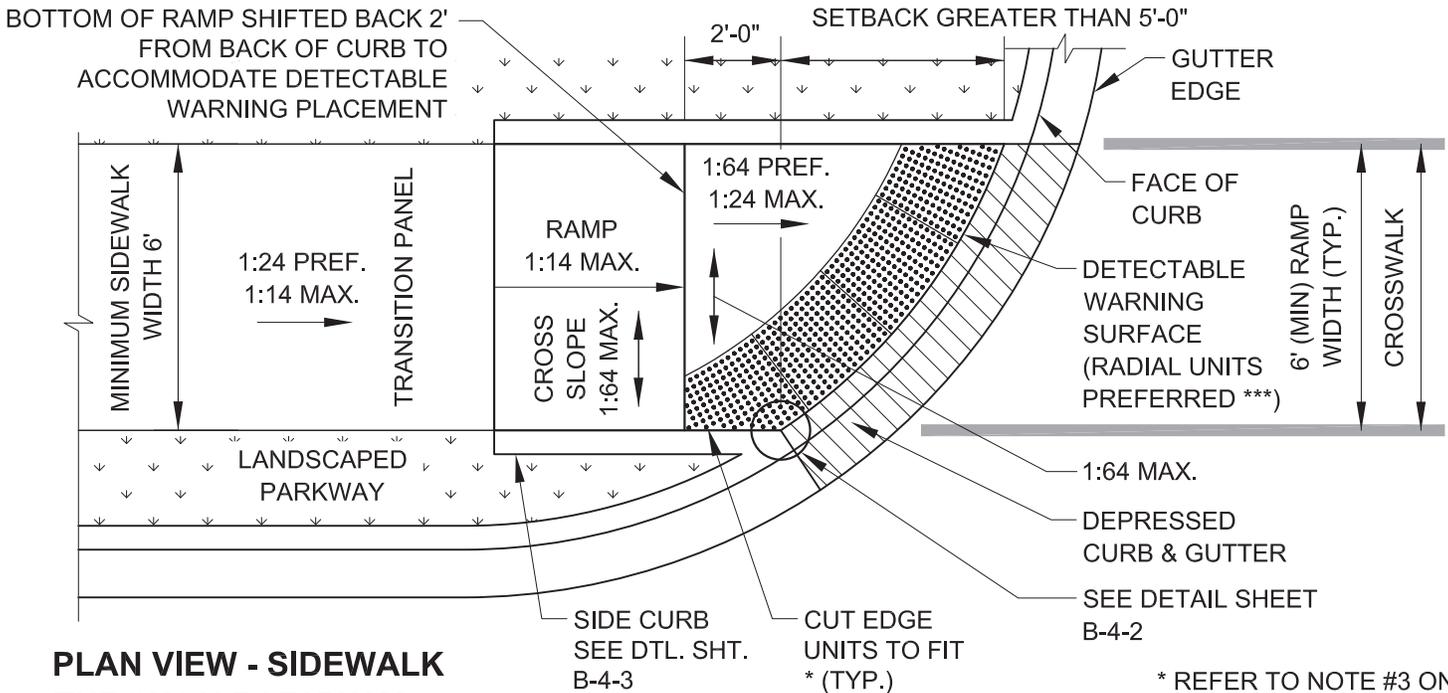


DATE	REVISION
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CITY OF CHICAGO  
PERPENDICULAR RAMP AT CORNER  
IN CURB RADIUS WITH SINGLE CROSSING  
**SHEET B-1-4**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM

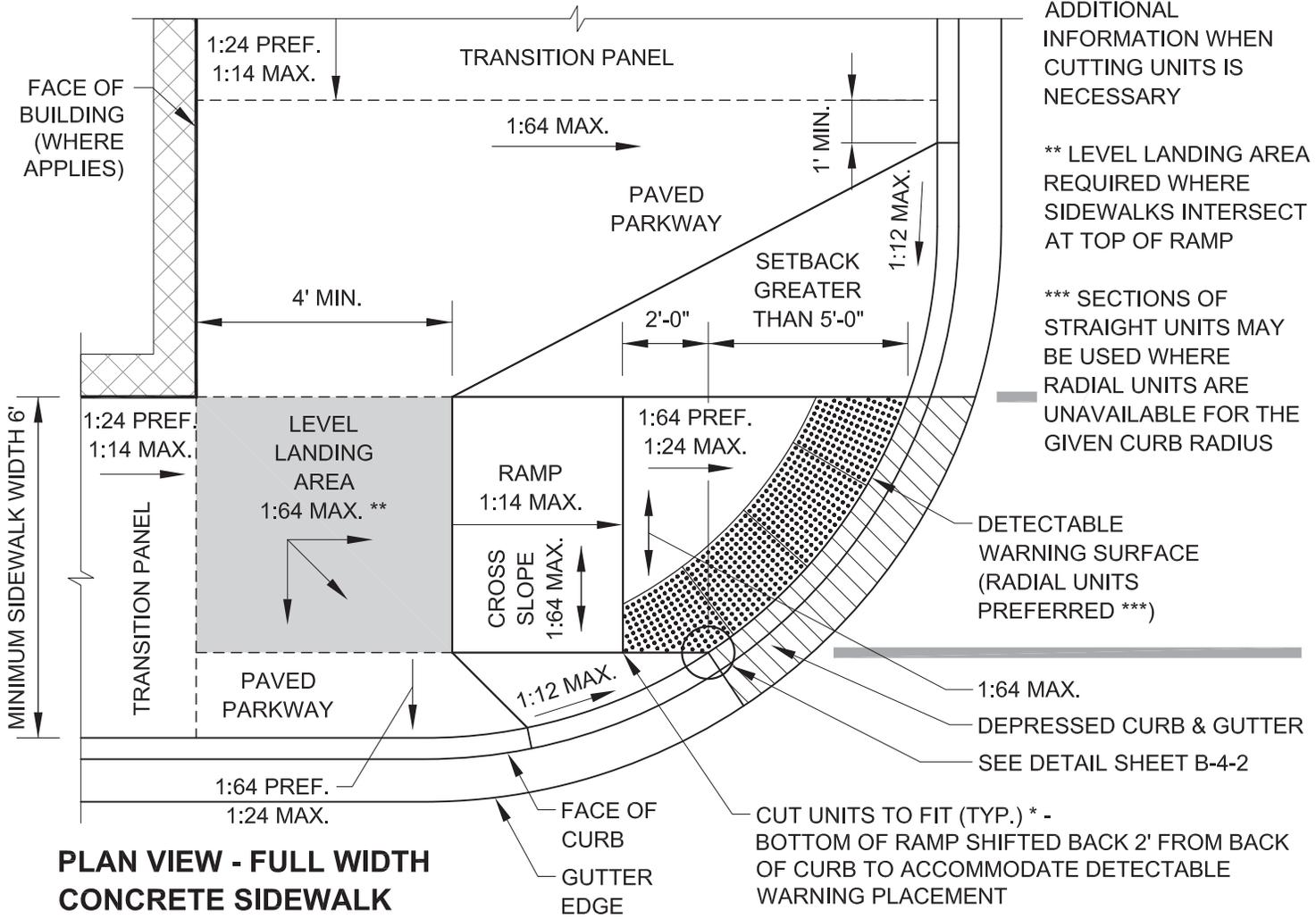


**PLAN VIEW - SIDEWALK THROUGH PARKWAY**

\* REFER TO NOTE #3 ON SHEET B-3-2 FOR ADDITIONAL INFORMATION WHEN CUTTING UNITS IS NECESSARY

\*\* LEVEL LANDING AREA REQUIRED WHERE SIDEWALKS INTERSECT AT TOP OF RAMP

\*\*\* SECTIONS OF STRAIGHT UNITS MAY BE USED WHERE RADIAL UNITS ARE UNAVAILABLE FOR THE GIVEN CURB RADIUS



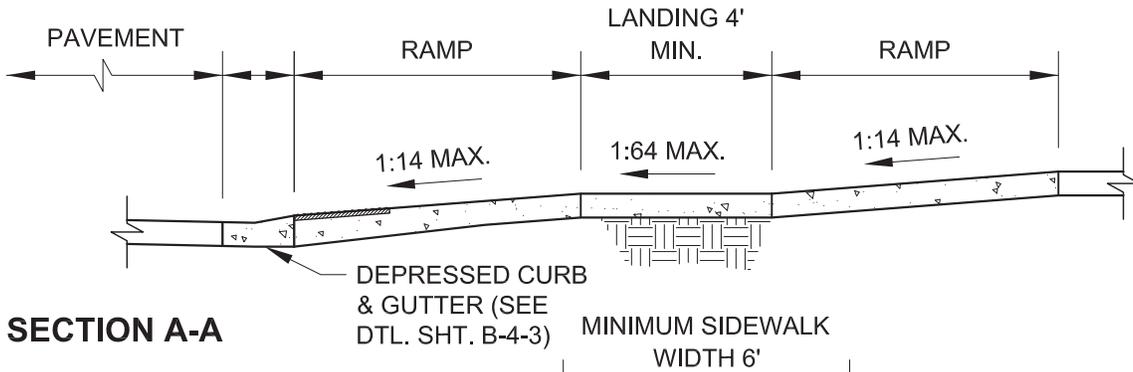
**PLAN VIEW - FULL WIDTH CONCRETE SIDEWALK**

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Department of Transportation  
Division of Engineering  
www.cityofchicago.org



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11/02/09	REVISION 4
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CITY OF CHICAGO  
PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH DETECTABLE WARNING SETBACK GREATER THAN 5'  
**SHEET B-1-5**  
SCALE: NOT TO SCALE  
DATE: 10/23/2006  
DRAWN BY: CDOT  
CHECKED BY: LCM



**SECTION A-A**

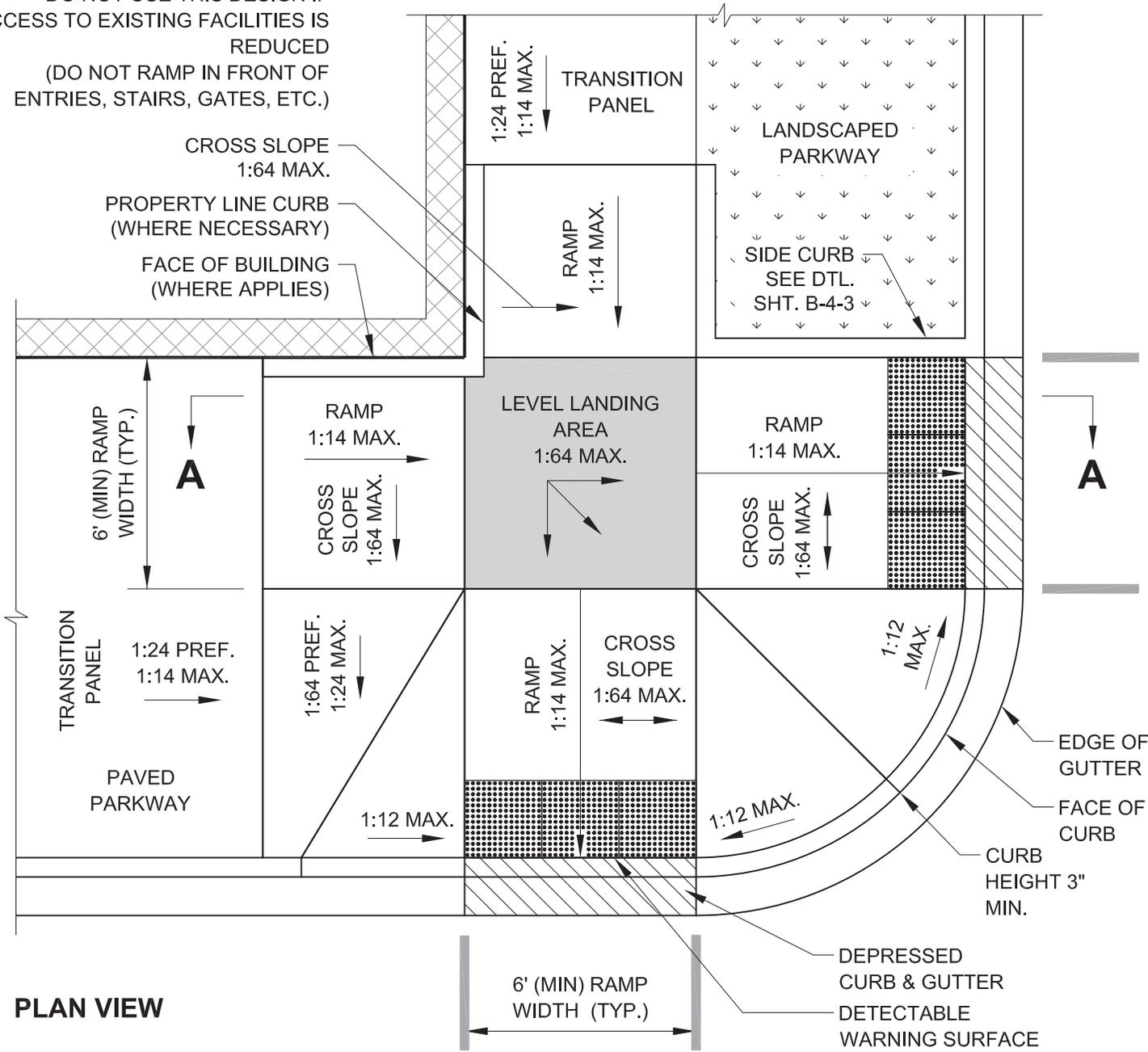
**NOTE:**

DO NOT USE THIS DESIGN IF ACCESS TO EXISTING FACILITIES IS REDUCED (DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)

CROSS SLOPE 1:64 MAX.

PROPERTY LINE CURB (WHERE NECESSARY)

FACE OF BUILDING (WHERE APPLIES)



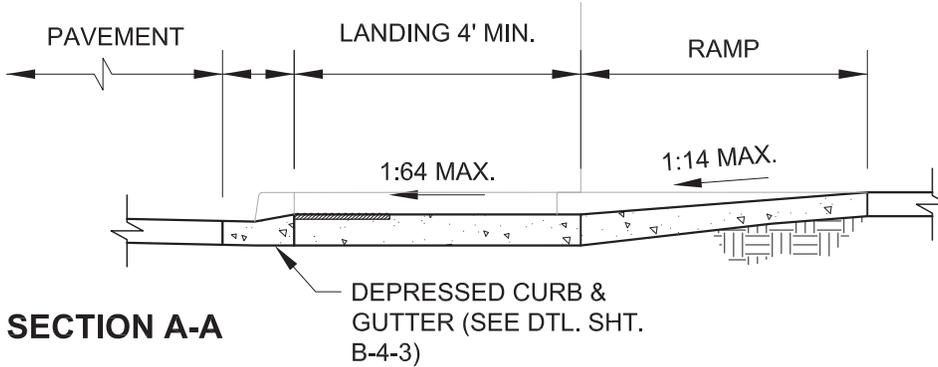
**PLAN VIEW**

City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
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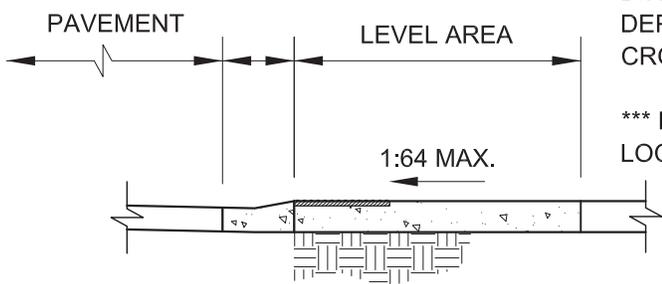


DATE	REVISION
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11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
COMBINATION RAMP AT CORNER  
(PARALLEL AND PERPENDICULAR RAMPS)  
**SHEET B-1-6**  
SCALE: NOT TO SCALE  
DATE: 10/23/2006  
DRAWN BY: CDOT  
CHECKED BY: LCM



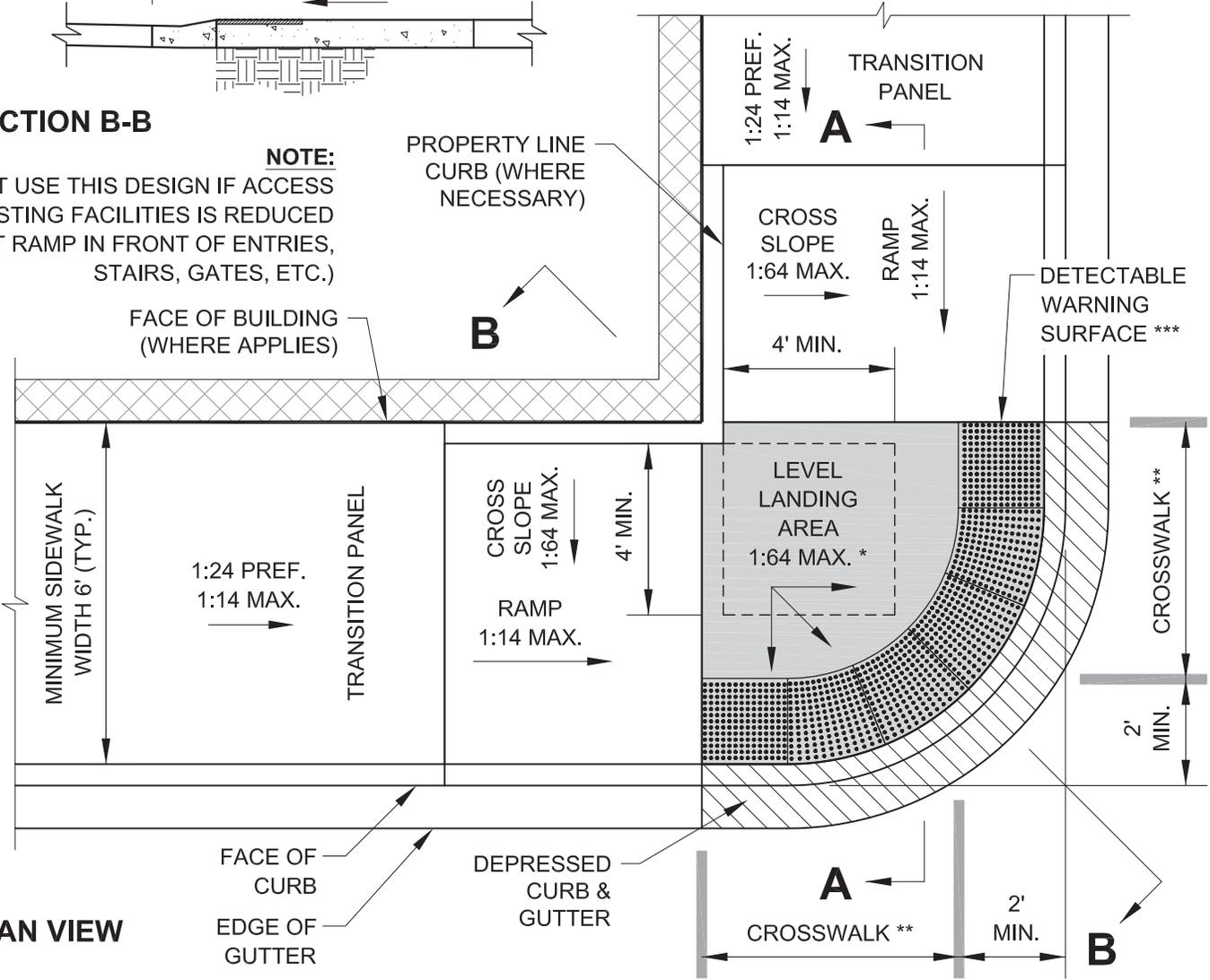
\* THE FLAT LANDING AREA INCLUDES THE ENTIRE SPACE BEHIND THE BACK OF THE CURB TO THE BOTTOM OF EACH RAMP; THE 4'x4' AREA DASHED IS THE MINIMUM REQUIRED MANEUVERING AREA AT A LANDING (FIT BEHIND THE BACK OF CURB) FOR A PEDESTRIAN USING A WHEELCHAIR. THE FLAT LANDING MAY INCLUDE DETECTABLE WARNING



\*\* WHERE A STREET CROSSING IS ONLY PROVIDED IN ONE DIRECTION, SITUATE THE DETECTABLE WARNING AND DEPRESSED CURB TO BEST SERVE THE ONLY AVAILABLE CROSSING (SEE DTL. SHT. B-1-8)

\*\*\* DETECTABLE WARNING SURFACE SHALL BE PLACED AT ANY LOCATION WHERE THE SIDEWALK AND STREET ARE FLUSH

**NOTE:**  
DO NOT USE THIS DESIGN IF ACCESS TO EXISTING FACILITIES IS REDUCED (DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)



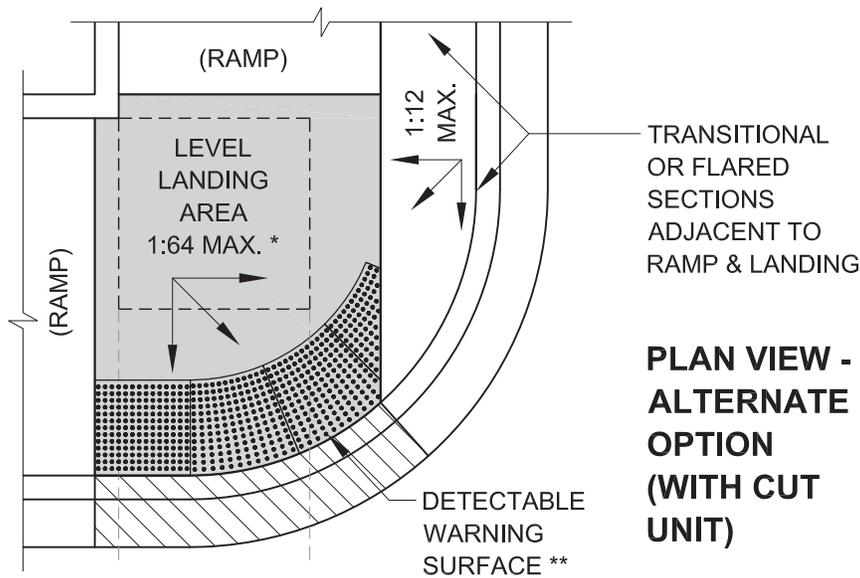
DATE	REVISION
02/20/07	REVISION 1
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11/02/09	REVISION 4
08/10/12	REVISION 5

\* THE FLAT LANDING AREA INCLUDES THE ENTIRE SPACE BEHIND THE BACK OF RADIAL CURB TO THE BOTTOM OF EACH RAMP; THE 4'x4' AREA DASHED IS THE MINIMUM REQUIRED MANEUVERING AREA AT A LANDING (FIT BEHIND BACK OF CURB) FOR A PEDESTRIAN USING A WHEELCHAIR. THE FLAT LANDING MAY INCLUDE DETECTABLE WARNING

\*\* DETECTABLE WARNING SURFACE SHALL BE PLACED AT ANY LOCATION WHERE THE SIDEWALK AND STREET ARE FLUSH. REFER TO NOTE #3 ON SHEET B-3-2 FOR ADDITIONAL INFORMATION WHEN CUTTING UNITS IS NECESSARY

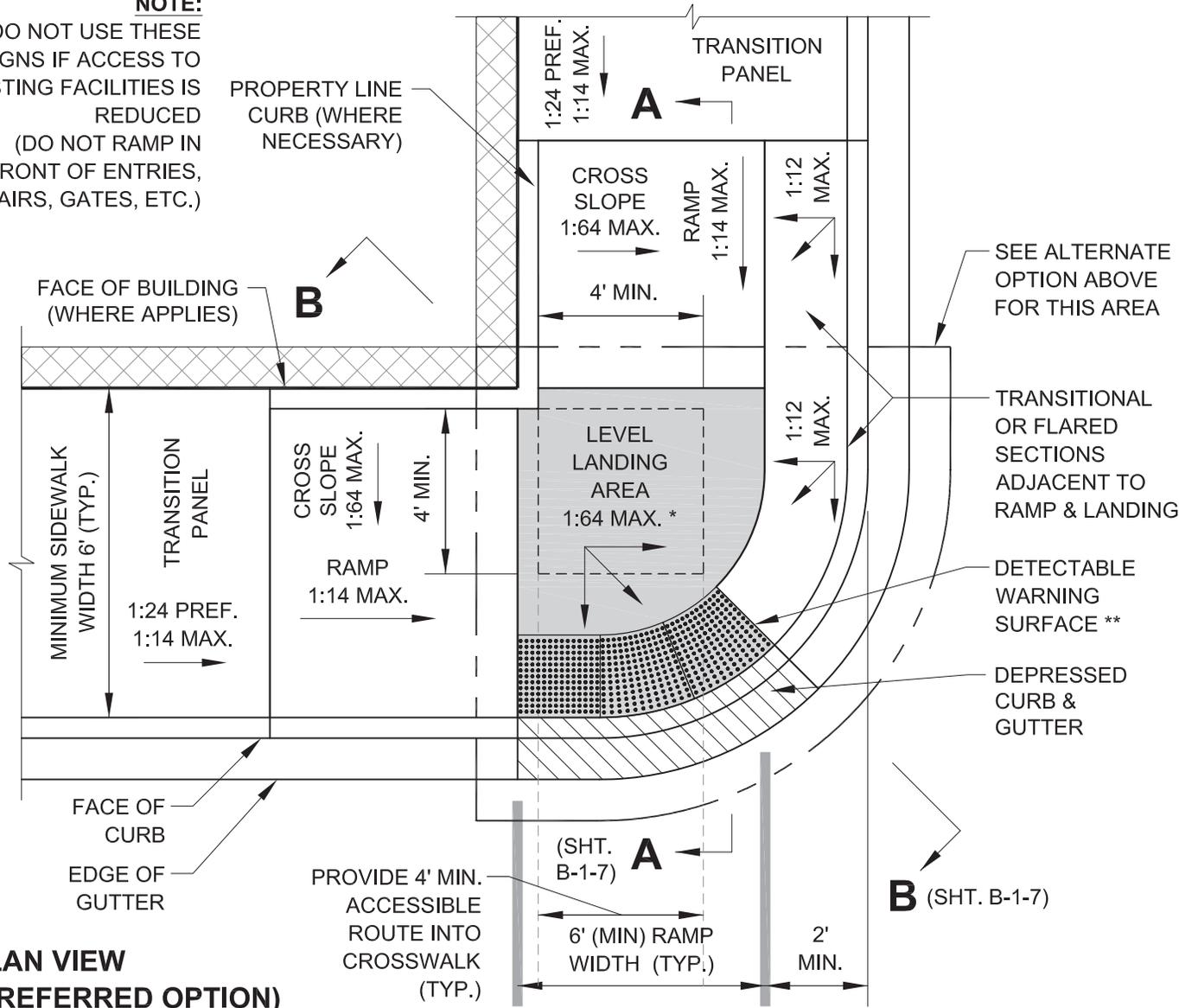
**NOTE:**

DO NOT USE THESE DESIGNS IF ACCESS TO EXISTING FACILITIES IS REDUCED (DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)



**PLAN VIEW - ALTERNATE OPTION (WITH CUT UNIT)**

PROPERTY LINE CURB (WHERE NECESSARY)



**PLAN VIEW (PREFERRED OPTION)**



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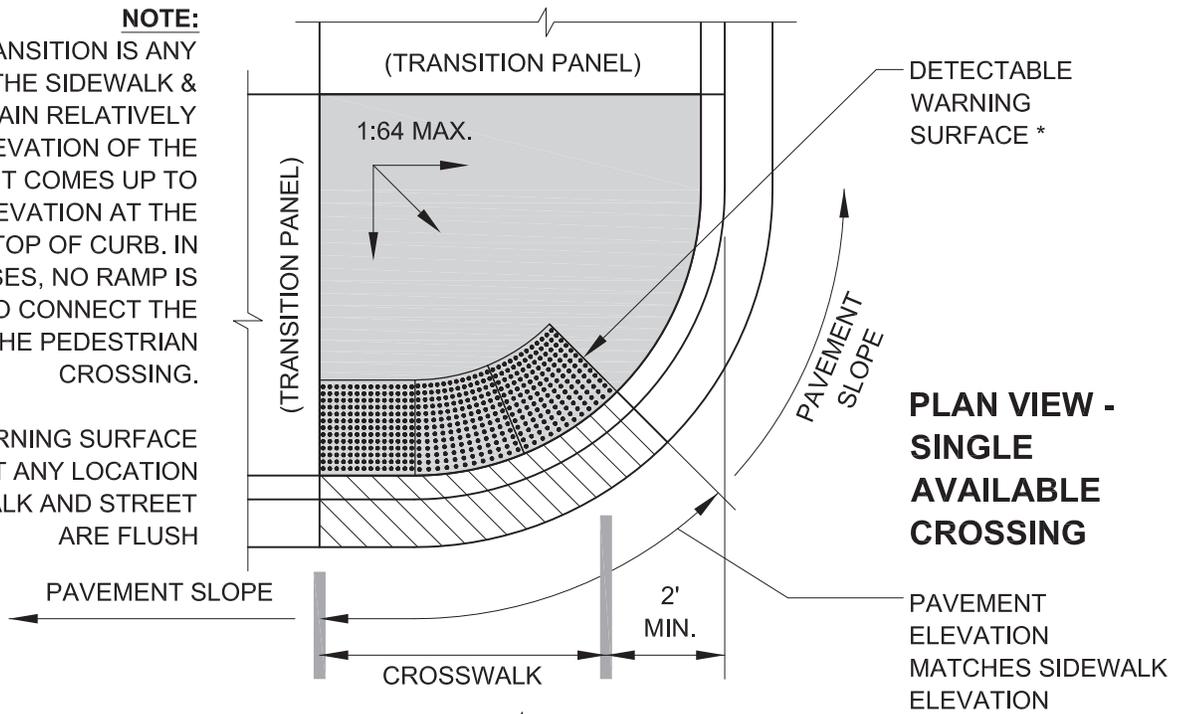


DATE	REVISION
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11/02/09	REVISION 4
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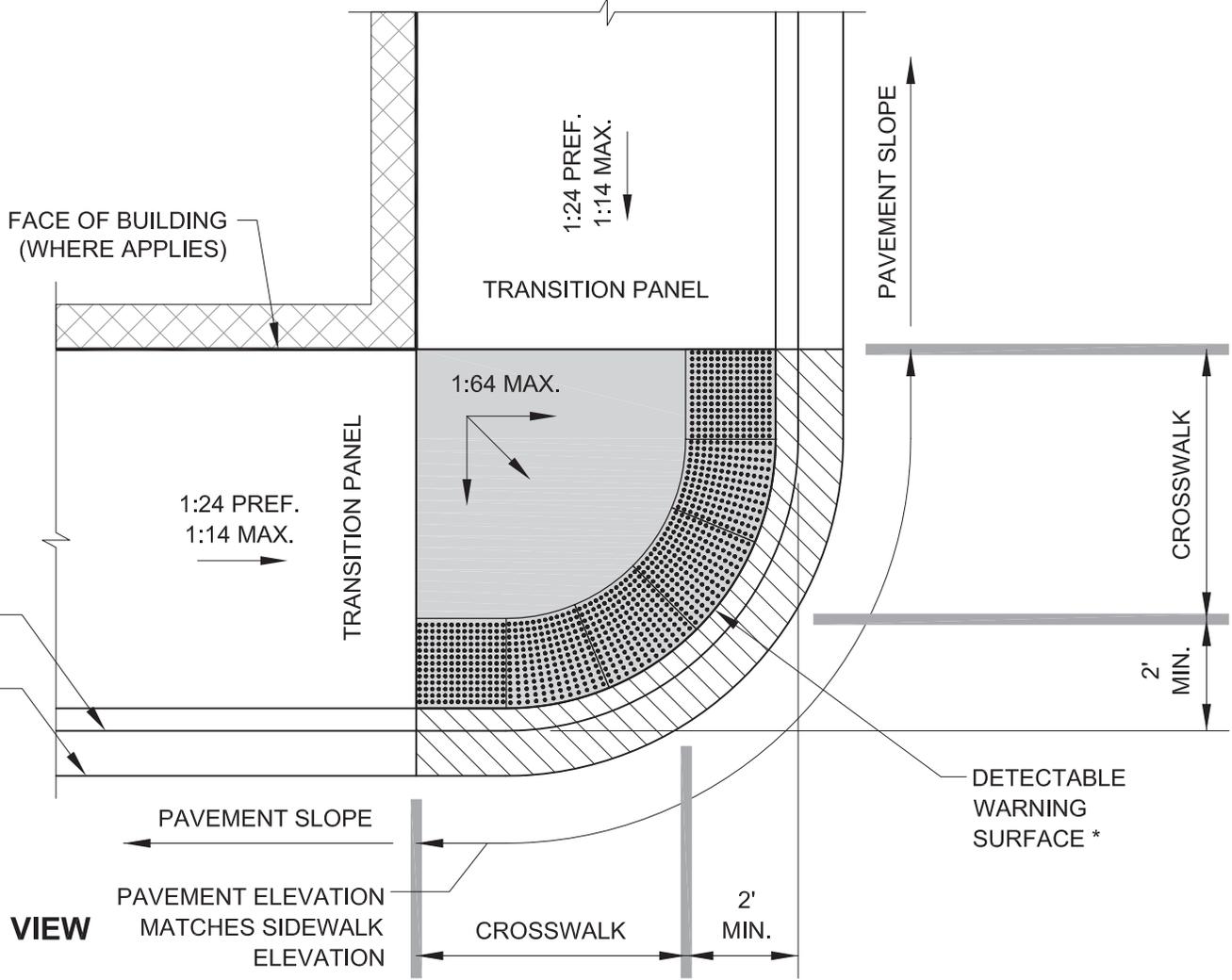
CITY OF CHICAGO  
BLENDED TRANSITION AT CORNER  
WITH SINGLE CROSSING  
**SHEET B-1-8**  
SCALE: NOT TO SCALE  
DATE: 10/23/2006  
DRAWN BY: CDOT  
CHECKED BY: LCM

**NOTE:**  
 A FLUSH TRANSITION IS ANY LOCATION WHERE THE SIDEWALK & TOP OF CURB REMAIN RELATIVELY FLAT AND THE ELEVATION OF THE ROADWAY PAVEMENT COMES UP TO MEET THE ELEVATION AT THE SIDEWALK AND TOP OF CURB. IN THESE CASES, NO RAMP IS NECESSARY TO CONNECT THE SIDEWALK WITH THE PEDESTRIAN CROSSING.

\* DETECTABLE WARNING SURFACE SHALL BE PLACED AT ANY LOCATION WHERE THE SIDEWALK AND STREET ARE FLUSH



**PLAN VIEW - SINGLE AVAILABLE CROSSING**



**PLAN VIEW**

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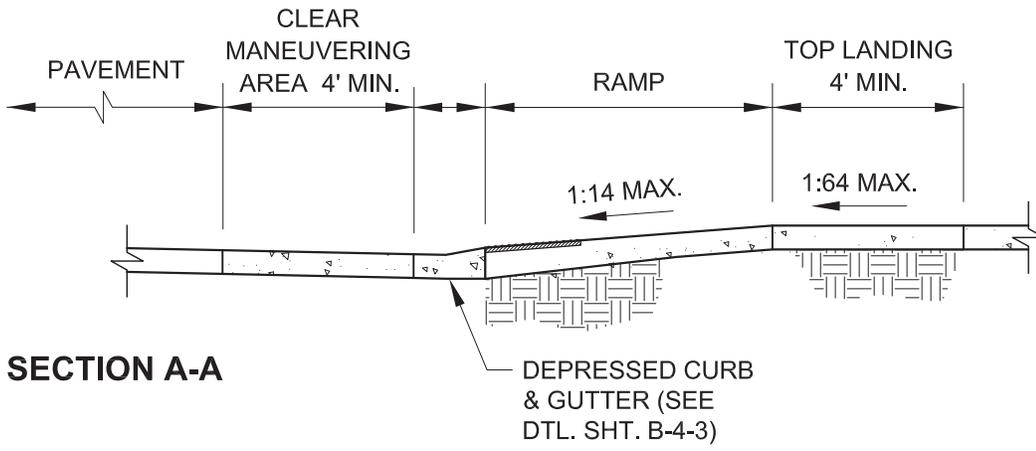


DATE	REVISION
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11/02/09	REVISION 4
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**CITY OF CHICAGO  
 FLUSH TRANSITION AT CORNER  
 SHEET B-1-9**

SCALE: NOT TO SCALE  
 DATE: 10/23/2006

DRAWN BY: CDOT  
 CHECKED BY: LCM



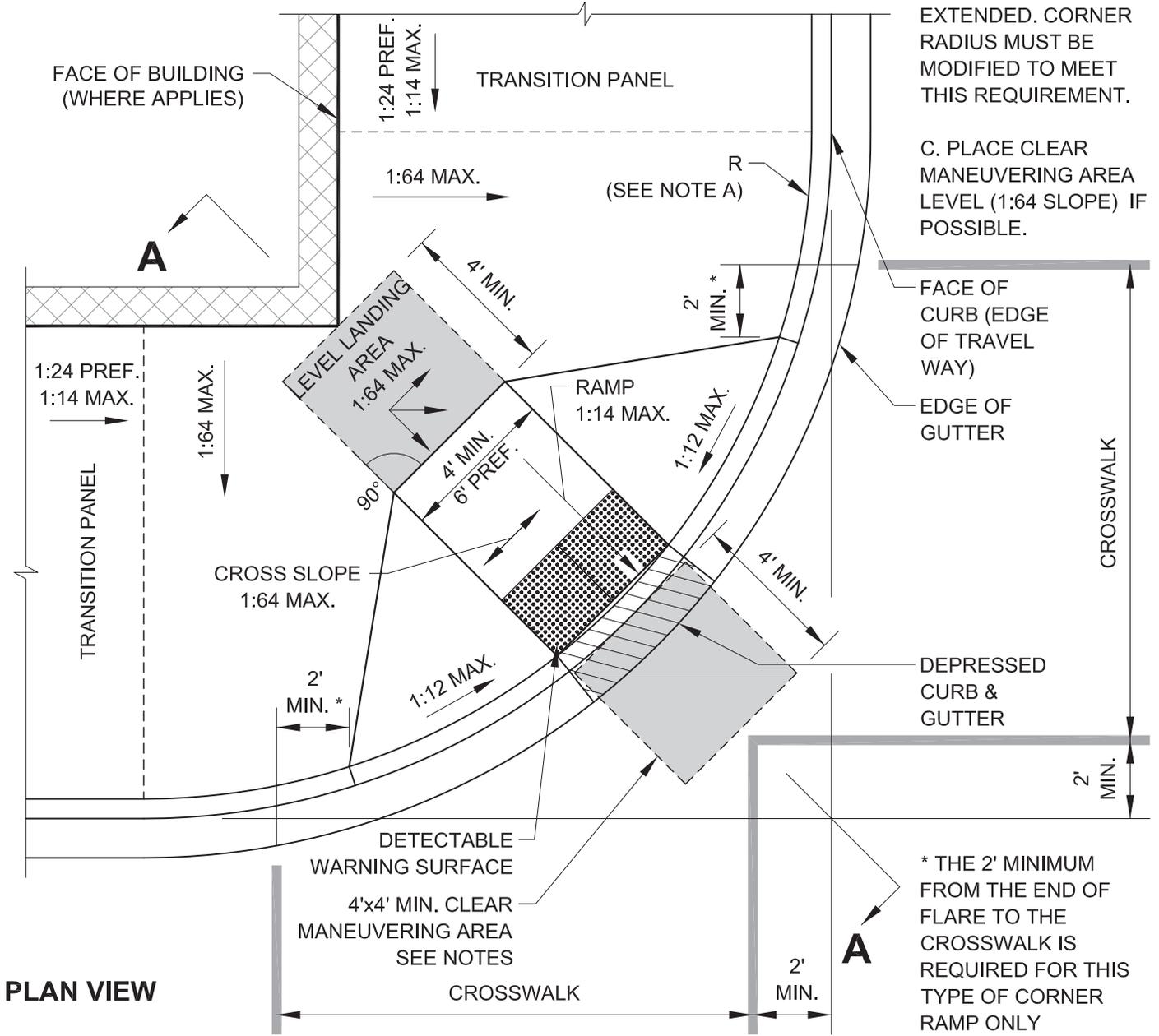
**SECTION A-A**

**NOTES:**

A. MIN. 17' RADIUS IS REQUIRED TO PROVIDE 4'x4' MIN. CLEAR MANEUVERING AREA AT BOTTOM OF RAMP AS SHOWN.

B. THE CLEAR MANEUVERING AREA MUST FALL COMPLETELY WITHIN THE AREA BEHIND THE FACE OF CURB LINES EXTENDED. CORNER RADIUS MUST BE MODIFIED TO MEET THIS REQUIREMENT.

C. PLACE CLEAR MANEUVERING AREA LEVEL (1:64 SLOPE) IF POSSIBLE.



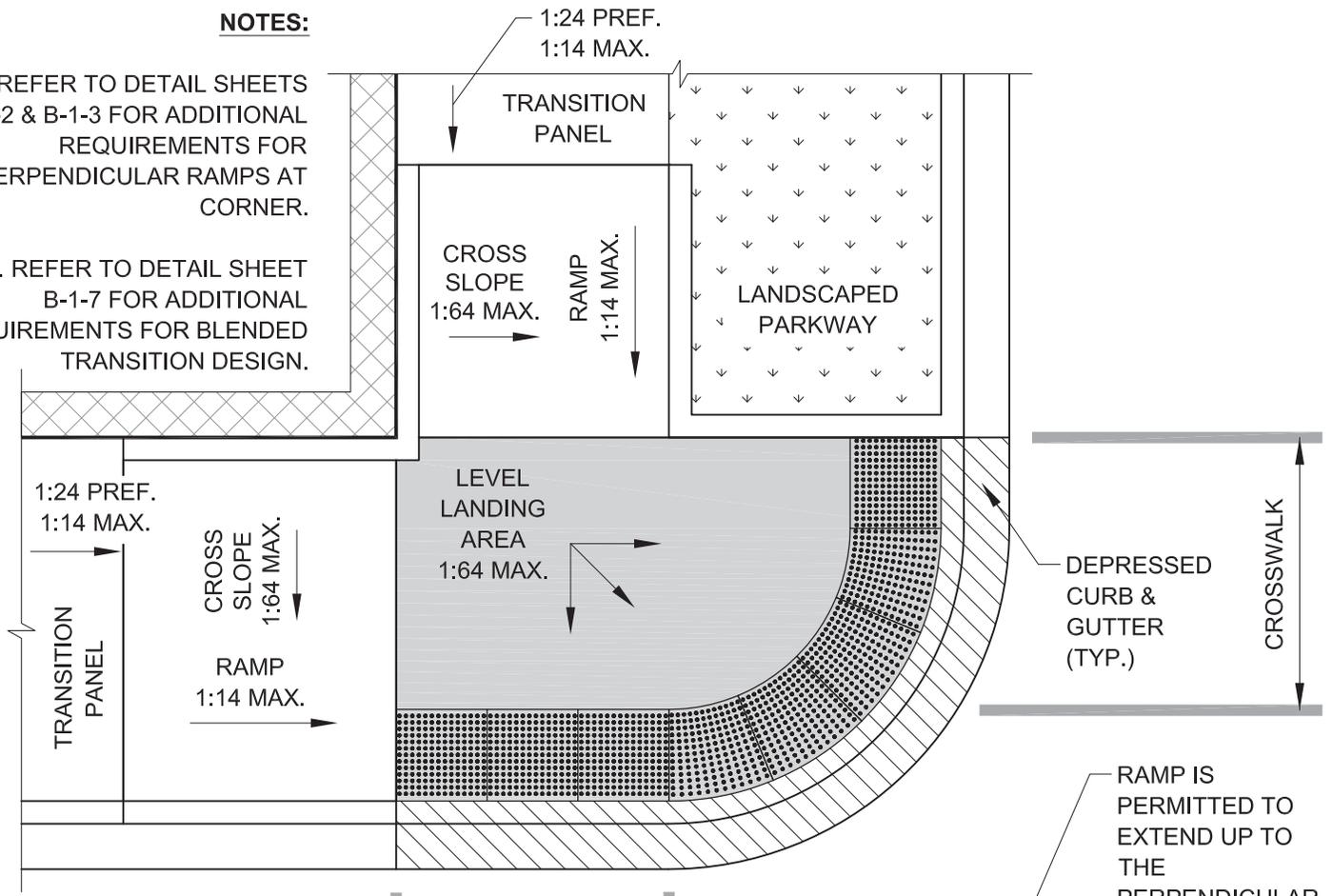
**PLAN VIEW**

\* THE 2' MINIMUM FROM THE END OF FLARE TO THE CROSSWALK IS REQUIRED FOR THIS TYPE OF CORNER RAMP ONLY

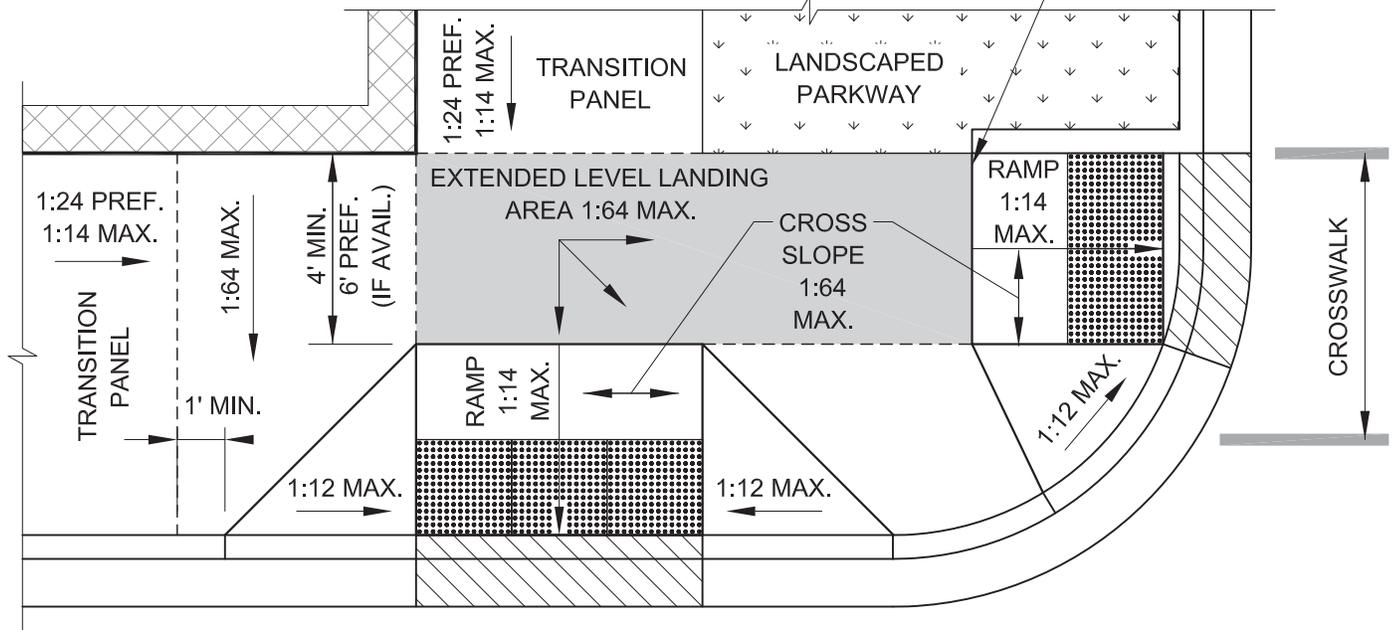
DATE	REVISION
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11/02/09	REVISION 4
08/10/12	REVISION 5

**NOTES:**

- A. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.
- B. REFER TO DETAIL SHEET B-1-7 FOR ADDITIONAL REQUIREMENTS FOR BLENDED TRANSITION DESIGN.



**PLAN VIEW - OPTION B: BLENDED TRANSITION**



**PLAN VIEW - OPTION A: PERPENDICULAR RAMPS (PREFERRED OPTION)**

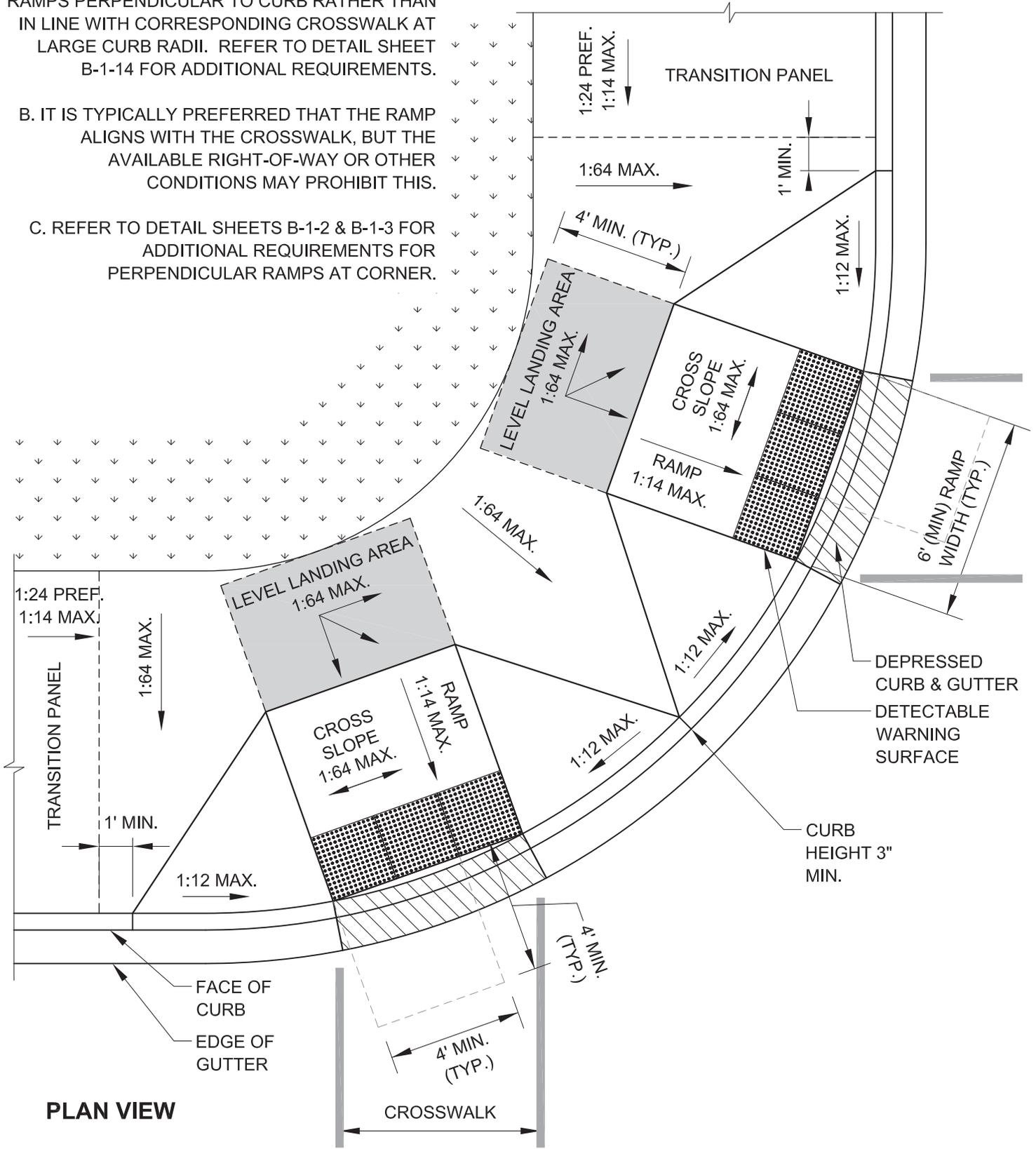
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11/02/09	REVISION 4
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**NOTES:**

A. IT MAY BE NECESSARY TO ALIGN THE CURB RAMPS PERPENDICULAR TO CURB RATHER THAN IN LINE WITH CORRESPONDING CROSSWALK AT LARGE CURB RADII. REFER TO DETAIL SHEET B-1-14 FOR ADDITIONAL REQUIREMENTS.

B. IT IS TYPICALLY PREFERRED THAT THE RAMP ALIGNS WITH THE CROSSWALK, BUT THE AVAILABLE RIGHT-OF-WAY OR OTHER CONDITIONS MAY PROHIBIT THIS.

C. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.



**PLAN VIEW**



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CITY OF CHICAGO  
 PERPENDICULAR RAMPS AT CORNER WITH  
 LARGE CURB RADIUS  
**SHEET B-1-12**

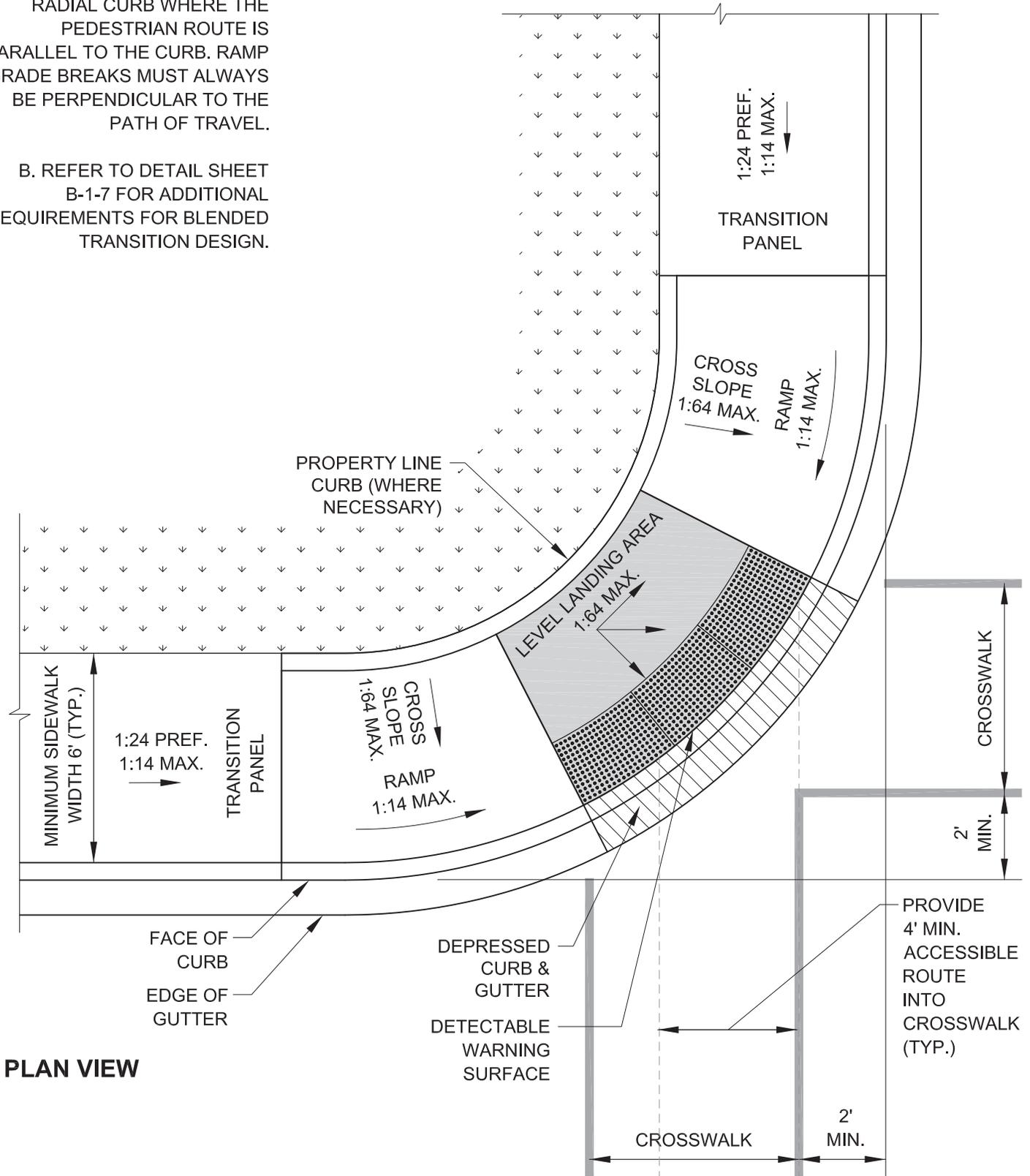
SCALE: NOT TO SCALE  
 DATE: 10/23/2006

DRAWN BY: CDOT  
 CHECKED BY: LCM

**NOTES:**

A. IT IS ACCEPTABLE TO RAMP DOWN PARALLEL TO THE RADIAL CURB WHERE THE PEDESTRIAN ROUTE IS PARALLEL TO THE CURB. RAMP GRADE BREAKS MUST ALWAYS BE PERPENDICULAR TO THE PATH OF TRAVEL.

B. REFER TO DETAIL SHEET B-1-7 FOR ADDITIONAL REQUIREMENTS FOR BLENDED TRANSITION DESIGN.



**PLAN VIEW**

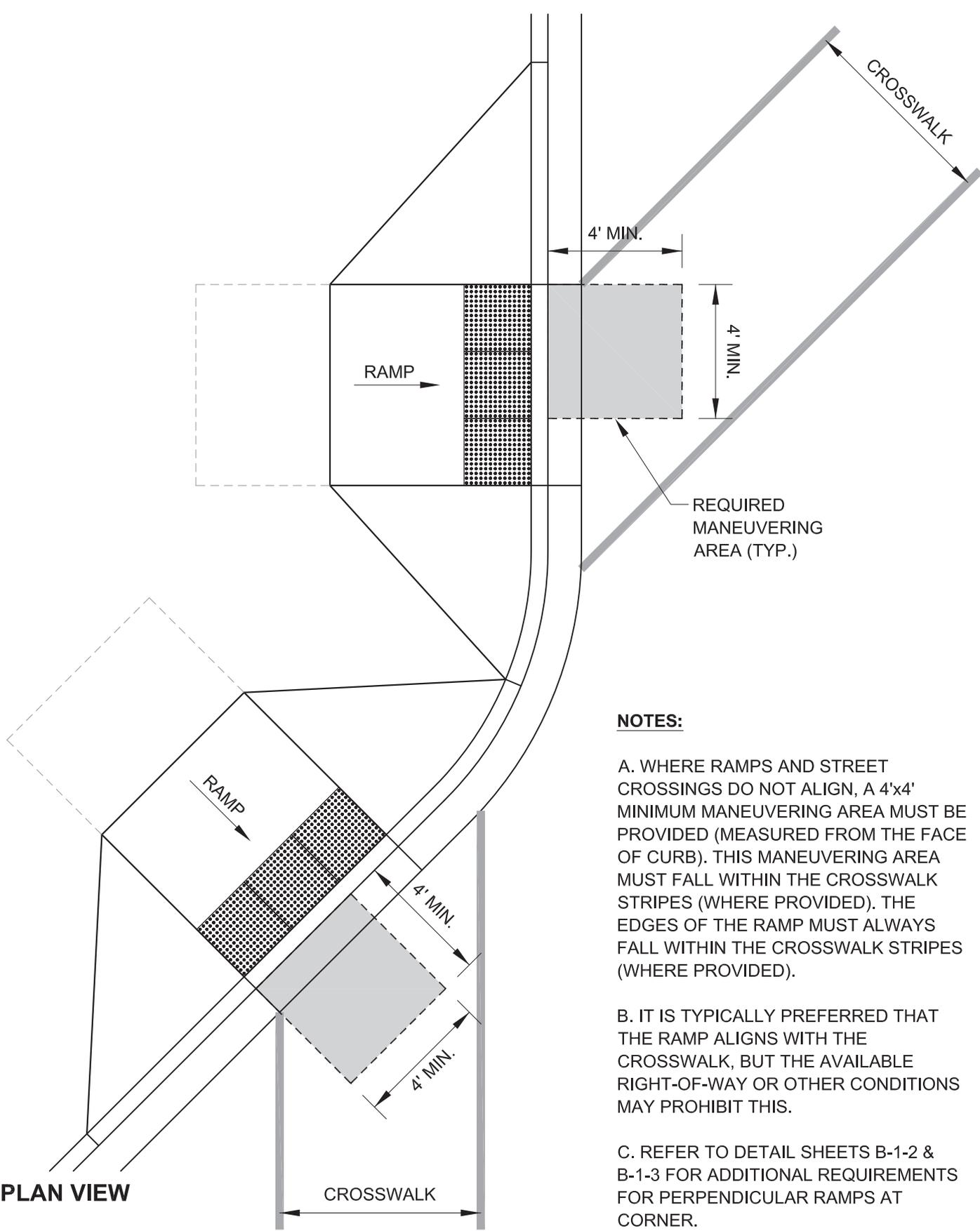


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11/02/09	REVISION 4
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CITY OF CHICAGO  
BLENDED TRANSITION AT CORNER WITH  
LARGE CURB RADIUS  
**SHEET B-1-13**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM



**NOTES:**

A. WHERE RAMPS AND STREET CROSSINGS DO NOT ALIGN, A 4'x4' MINIMUM MANEUVERING AREA MUST BE PROVIDED (MEASURED FROM THE FACE OF CURB). THIS MANEUVERING AREA MUST FALL WITHIN THE CROSSWALK STRIPES (WHERE PROVIDED). THE EDGES OF THE RAMP MUST ALWAYS FALL WITHIN THE CROSSWALK STRIPES (WHERE PROVIDED).

B. IT IS TYPICALLY PREFERRED THAT THE RAMP ALIGNS WITH THE CROSSWALK, BUT THE AVAILABLE RIGHT-OF-WAY OR OTHER CONDITIONS MAY PROHIBIT THIS.

C. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.

**PLAN VIEW**

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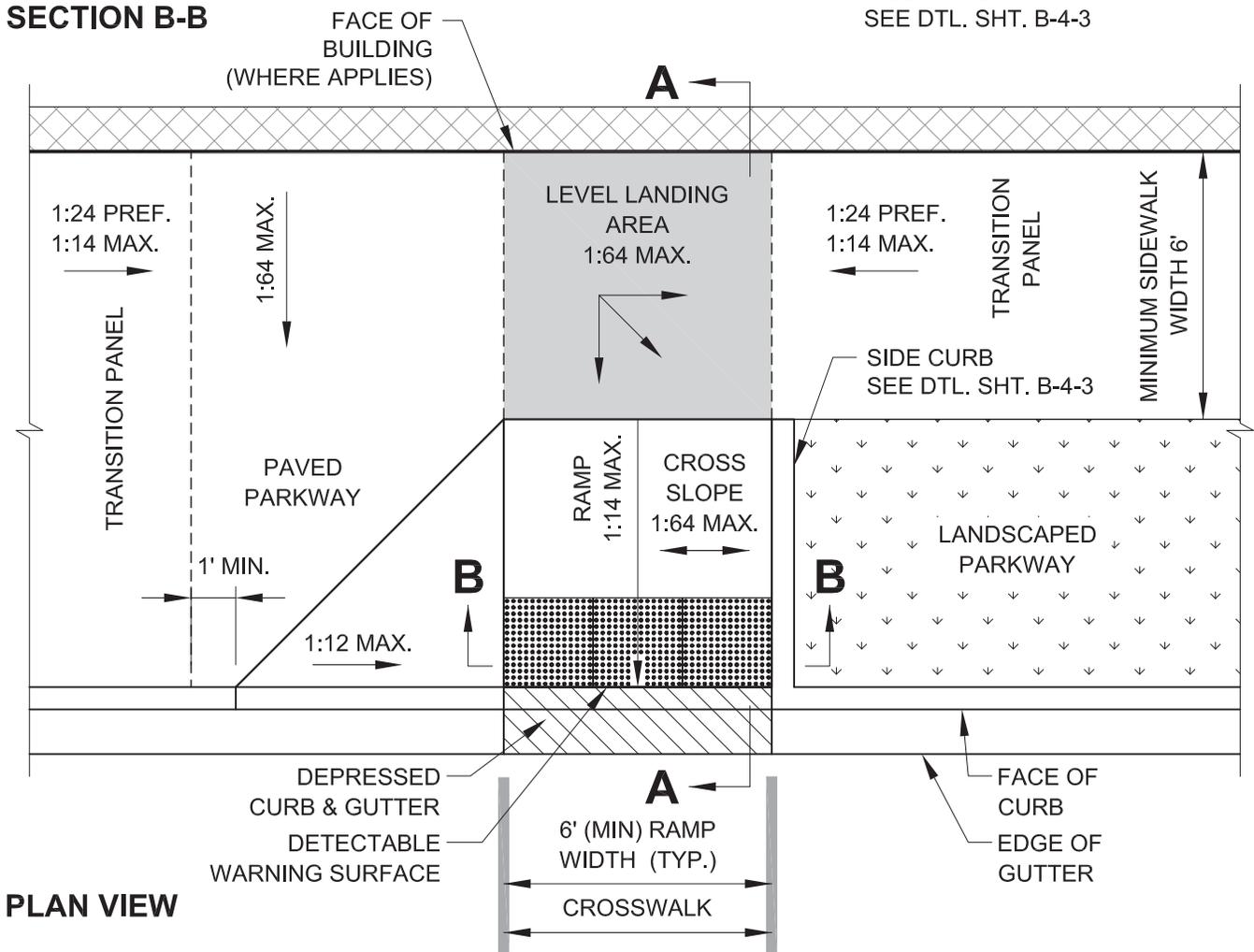
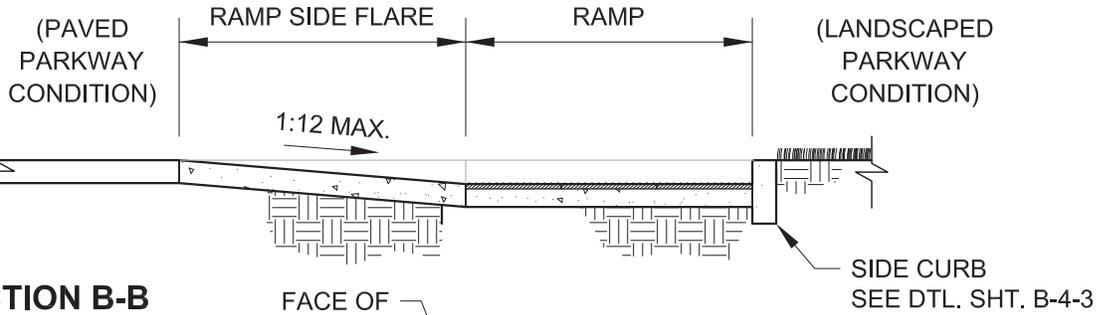
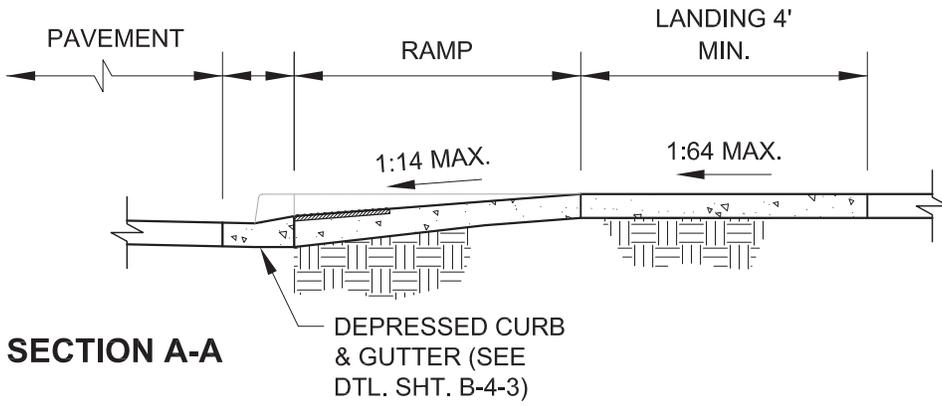


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**CITY OF CHICAGO  
 RAMPS THAT DO NOT ALIGN WITH CROSSWALK  
 SHEET B-1-14**

SCALE: NOT TO SCALE  
 DATE: 10/23/2006

DRAWN BY: CDOT  
 CHECKED BY: LCM



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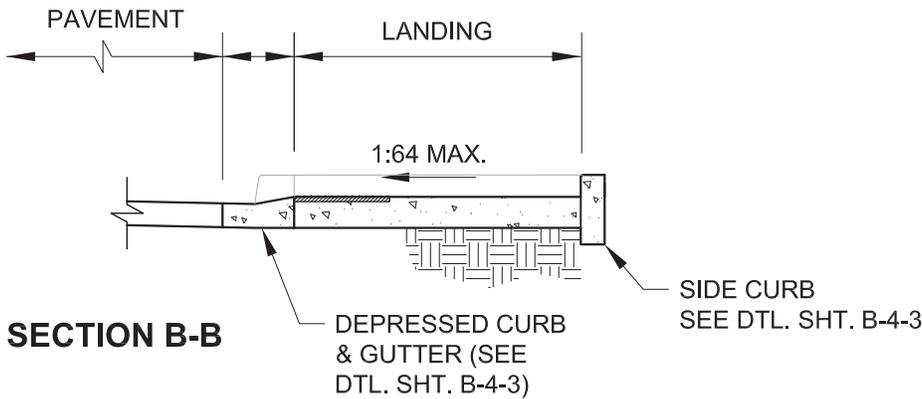
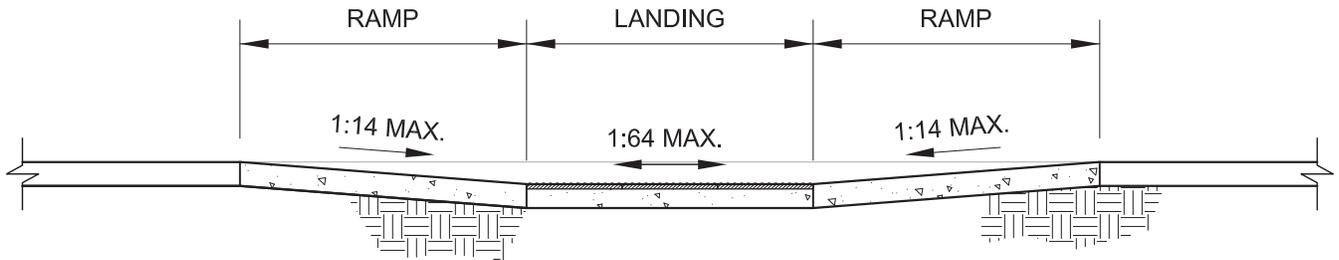


DATE	REVISION
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08/10/12	REVISION 5

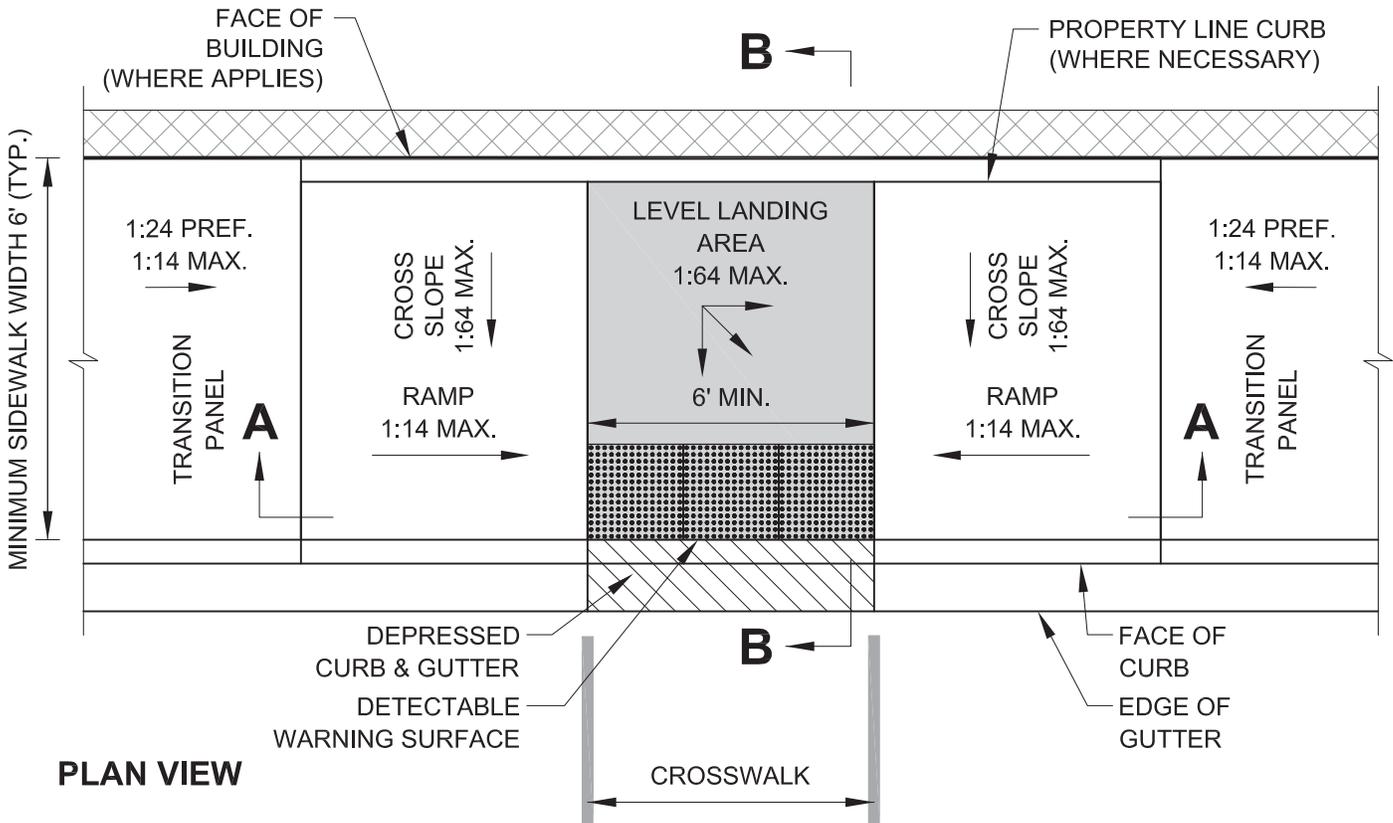
CITY OF CHICAGO  
 PERPENDICULAR RAMP AT MID-BLOCK LOCATION  
**SHEET B-1-15**

SCALE: NOT TO SCALE  
 DATE: 10/23/2006

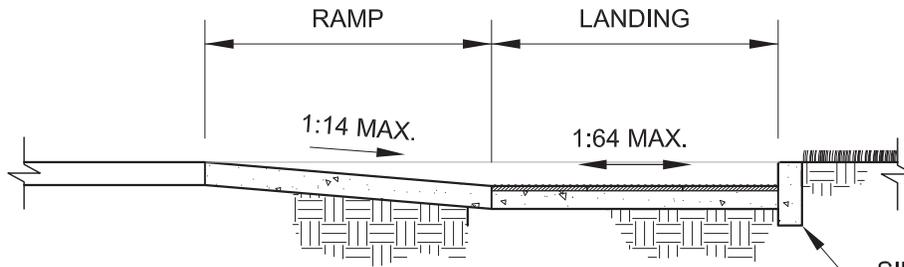
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**NOTE:**  
DO NOT USE THIS DESIGN IF ACCESS TO EXISTING FACILITIES IS REDUCED (DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)

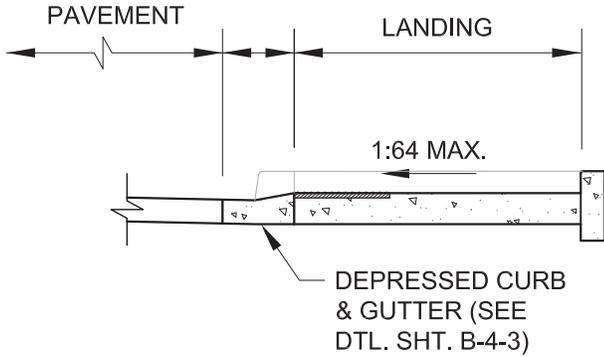


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**SECTION A-A**

SIDE CURB  
SEE DTL. SHT. B-4-3

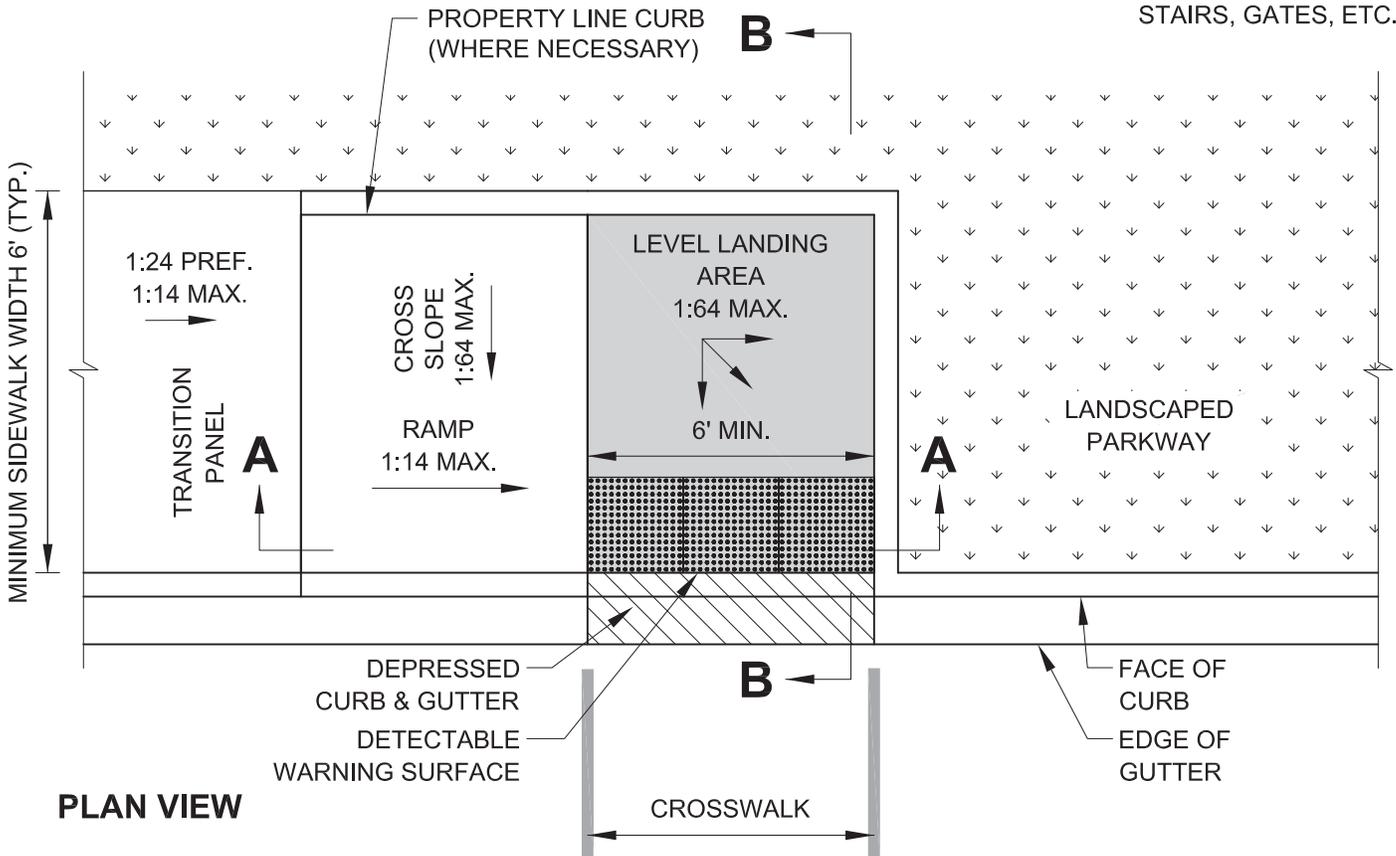


**SECTION B-B**

DEPRESSED CURB  
& GUTTER (SEE  
DTL. SHT. B-4-3)

SIDE CURB  
SEE DTL. SHT.  
B-4-3

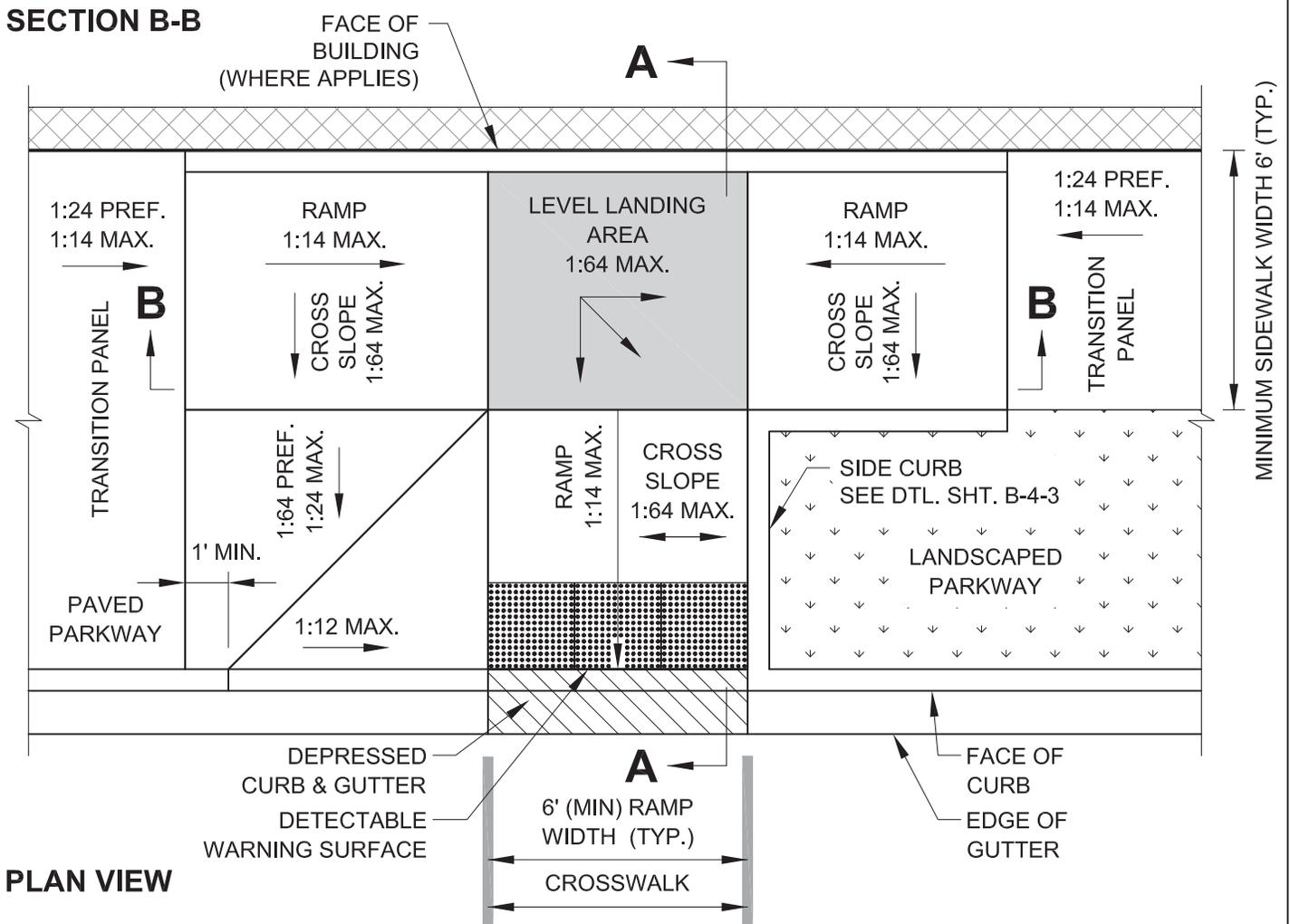
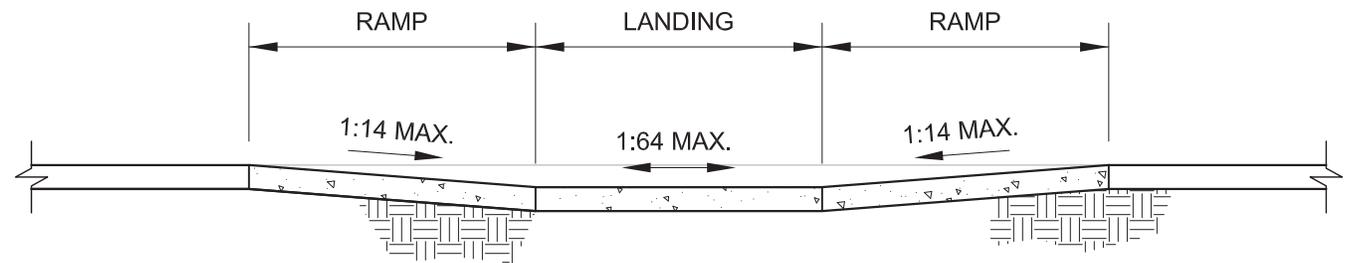
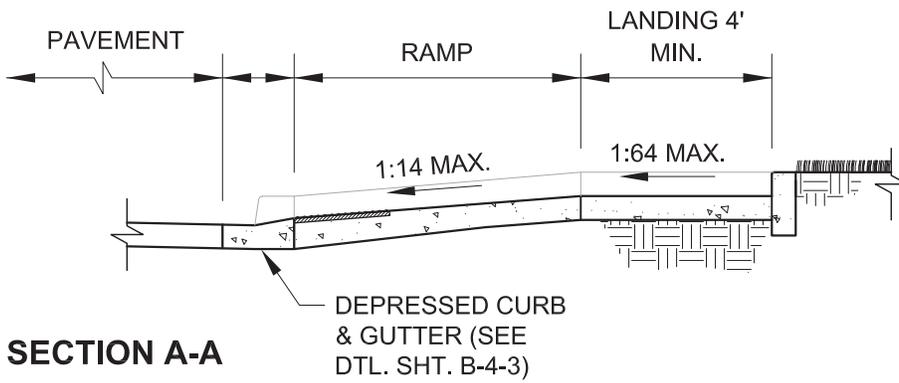
**NOTE:**  
DO NOT USE THIS  
DESIGN IF ACCESS TO  
EXISTING FACILITIES IS  
REDUCED  
(DO NOT RAMP IN  
FRONT OF ENTRIES,  
STAIRS, GATES, ETC.)



**PLAN VIEW**

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

**NOTE:**  
DO NOT USE THIS DESIGN IF ACCESS TO EXISTING FACILITIES IS REDUCED (DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)



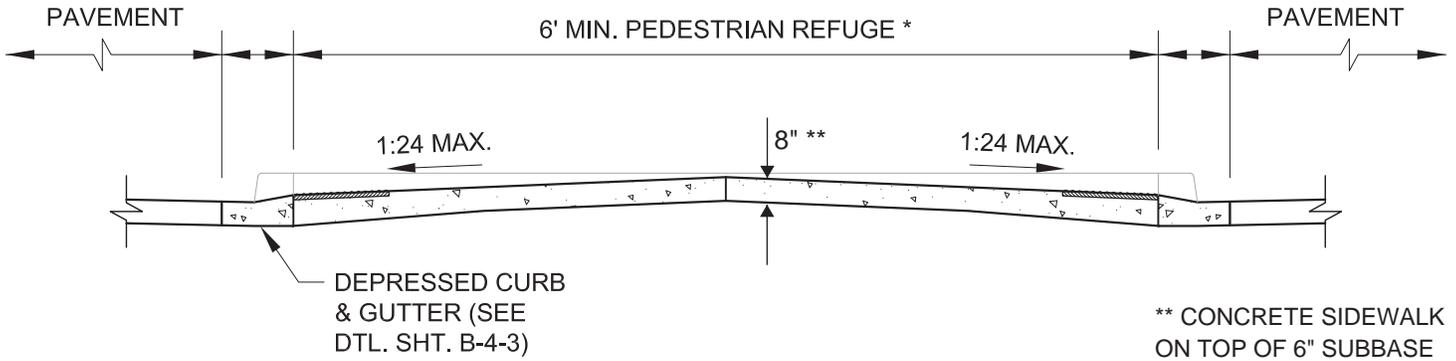
City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
www.cityofchicago.org



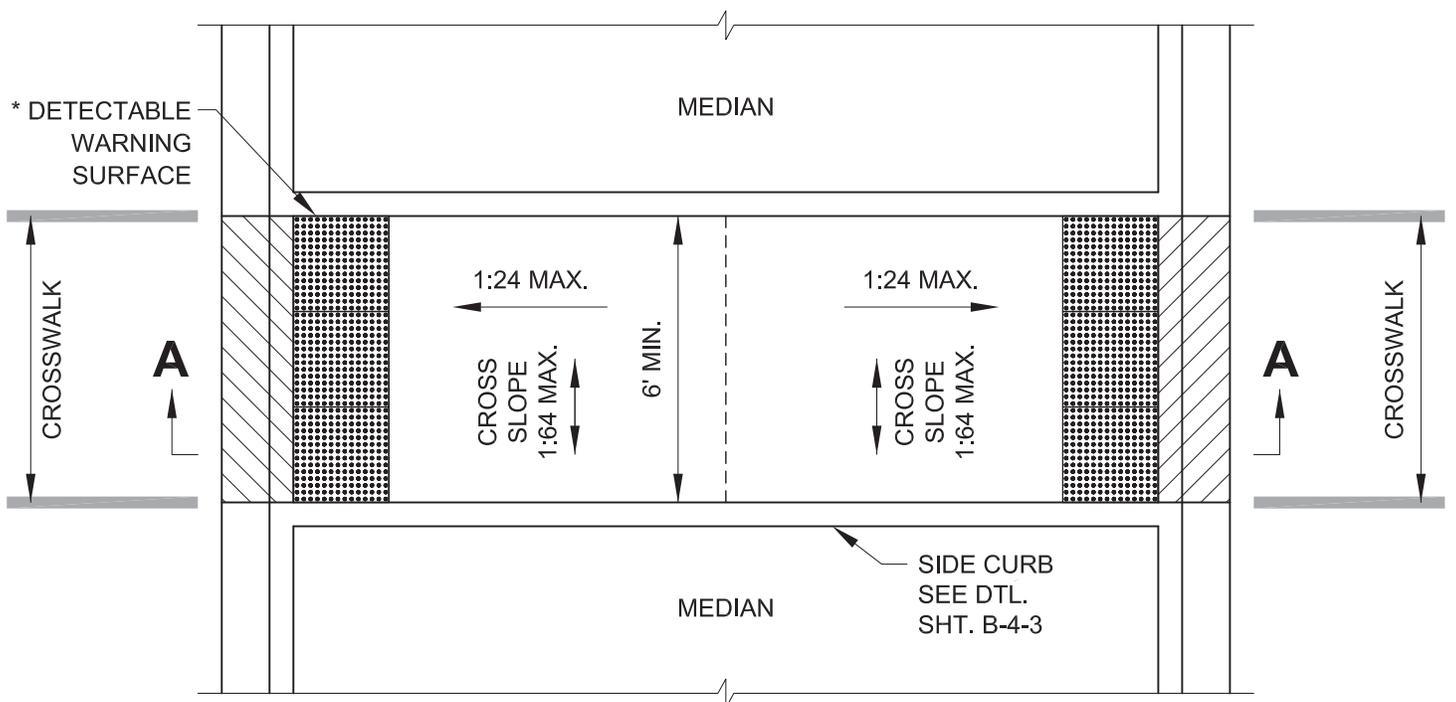
DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
COMBINATION RAMP (PARALLEL AND PERPENDICULAR RAMPS) AT MID-BLOCK LOCATION  
**SHEET B-1-18**  
SCALE: NOT TO SCALE  
DATE: 10/23/2006  
DRAWN BY: CDOT  
CHECKED BY: LCM

\* IF LENGTH OF 6' MIN.  
CANNOT BE PROVIDED  
FOR PEDESTRIAN  
REFUGE, DETECTABLE  
WARNING IS NOT TO BE  
PROVIDED



**SECTION A-A**



**PLAN VIEW**

City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
www.cityofchicago.org



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6

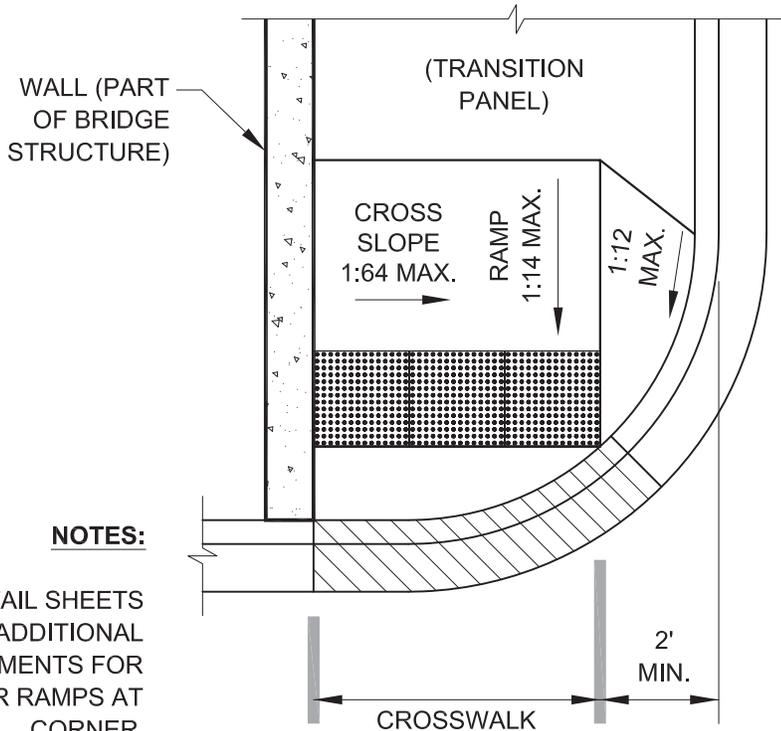
CITY OF CHICAGO  
MEDIAN PASS-THROUGH  
**SHEET B-1-19**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: GK



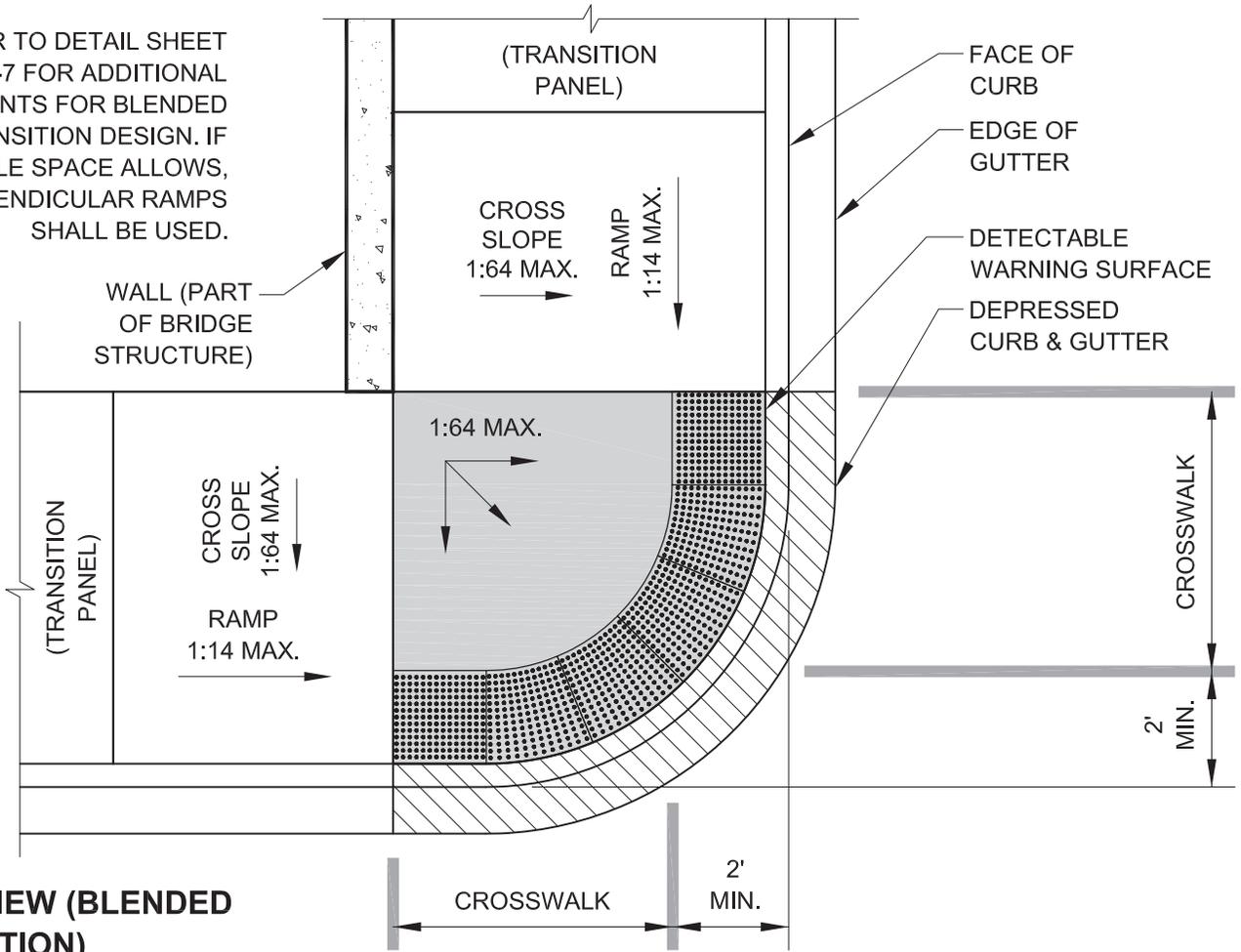
**PLAN VIEW -  
SINGLE  
AVAILABLE  
CROSSING**



**NOTES:**

A. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.

B. REFER TO DETAIL SHEET B-1-7 FOR ADDITIONAL REQUIREMENTS FOR BLENDED TRANSITION DESIGN. IF AVAILABLE SPACE ALLOWS, PERPENDICULAR RAMPS SHALL BE USED.



**PLAN VIEW (BLENDED  
TRANSITION)**



City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
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DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

**CITY OF CHICAGO  
ON-GRADE RAMP AT BRIDGE OR OVERPASS  
SHEET B-1-21**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

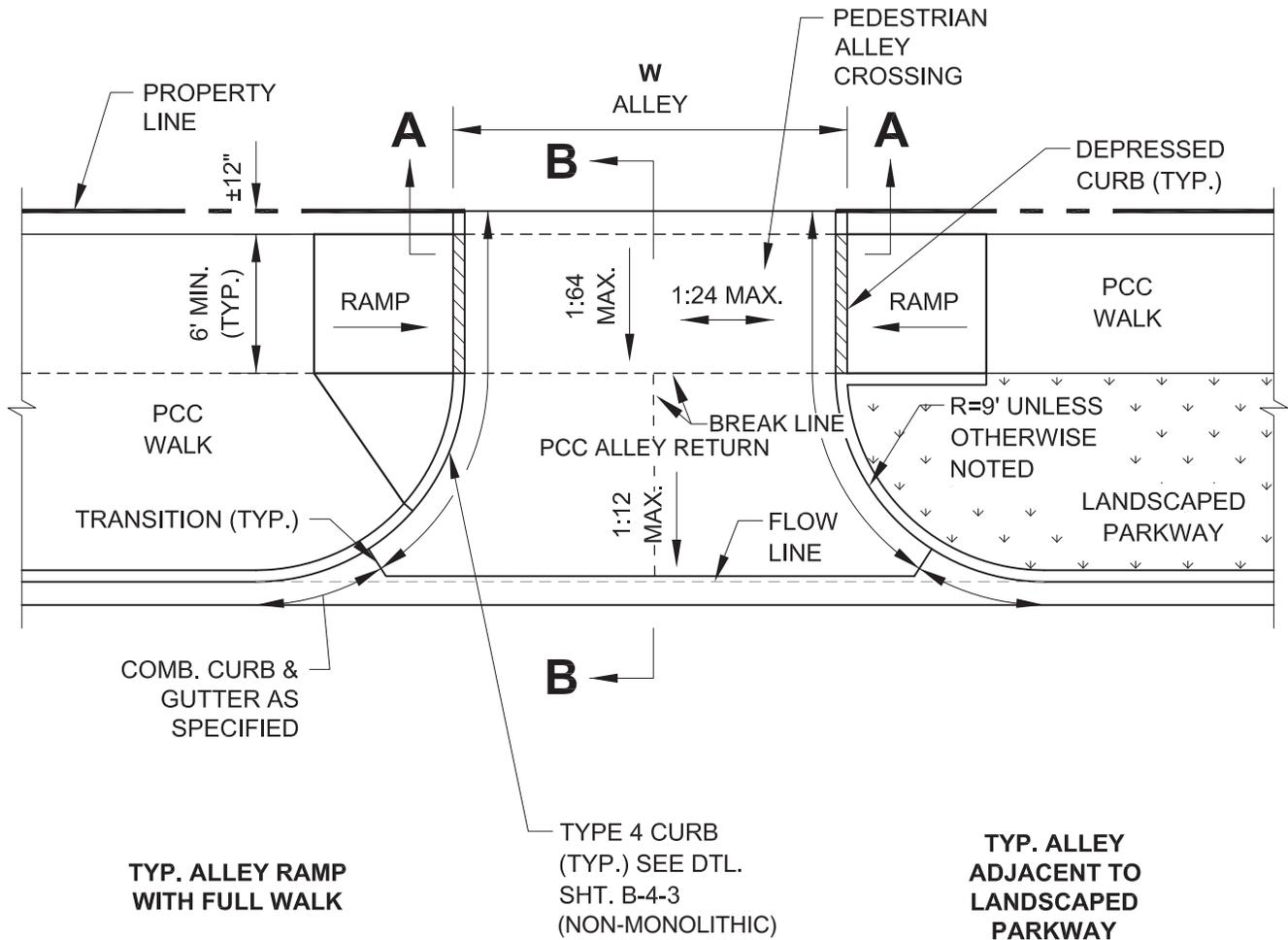
DRAWN BY: CDOT  
CHECKED BY: LCM

**NOTES:**

A. DETECTABLE WARNING IS NOT REQUIRED AT ALLEY RETURNS.

B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMP ARE NECESSARY). SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

C. SEE DETAIL B-2-5 FOR REDUCED WIDTH (4' MIN.) PEDESTRIAN ACCESSIBLE ROUTE ACROSS ALLEY / DRIVEWAY (TO ALLOW FOR ADDITIONAL SLOPE AT ALLEY / DRIVEWAY).



**PLAN VIEW**

**NOTE:**  
WORK THIS SHEET WITH SHEET B-2-2.

City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
www.cityofchicago.org

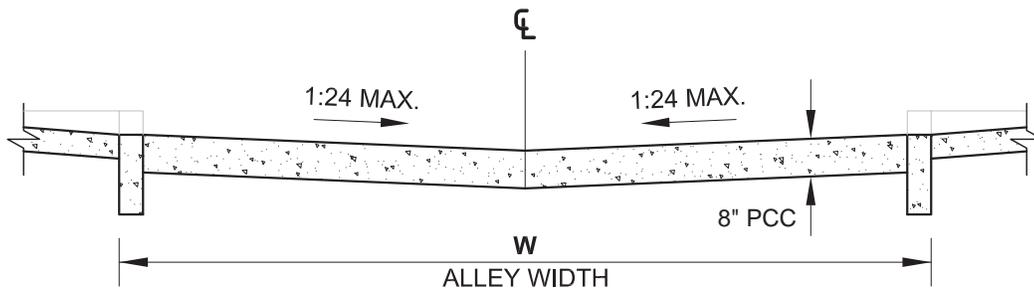


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6

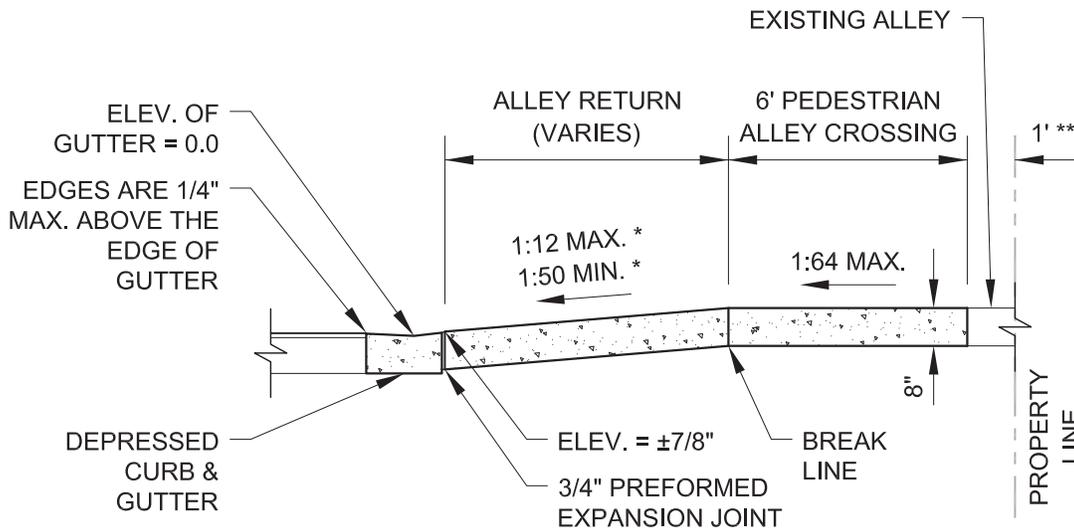
CITY OF CHICAGO  
ALLEY RETURN PLAN VIEW  
**SHEET B-2-1**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

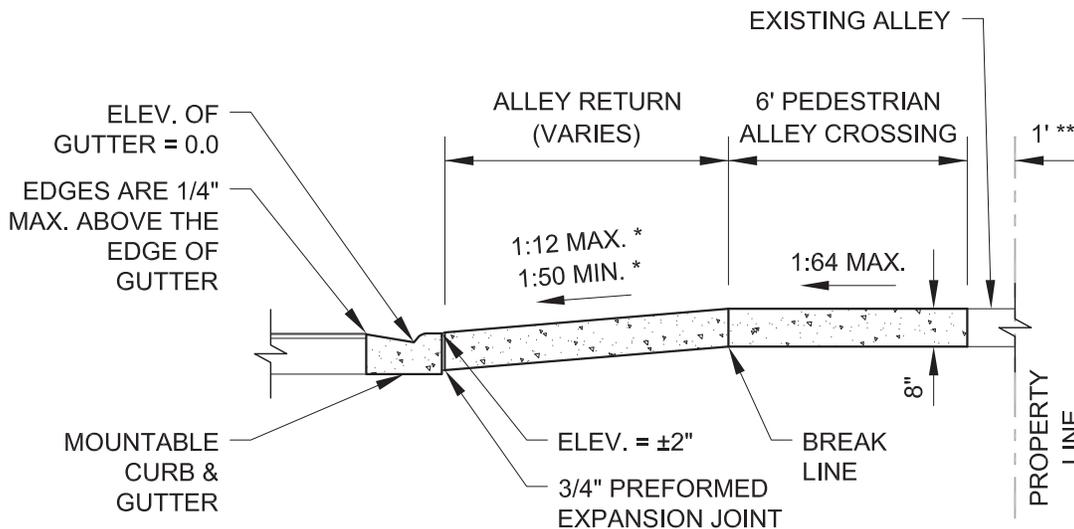
DRAWN BY: CDOT  
CHECKED BY: GK



**SECTION A-A: CROSS SECTION AT PROPERTY LINE**



**SECTION B-B: LONGITUDINAL SECTION SHOWING DEPRESSED CURB & GUTTER**



**SECTION B-B: LONGITUDINAL SECTION SHOWING MOUNTABLE CURB & GUTTER**

**ALLEY RETURN NOTES:**

A. WHEN A PORTION OF AN EXISTING PAVED ALLEY IS REMOVED TO ADJUST THE ALLEY PAVEMENT TO THE NEW GRADE, 3/4" PREFORMED EXPANSION JOINT MATERIAL SHALL BE PLACED ON THE PROPERTY LINE OTHERWISE THE JOINT IS OMITTED. THE COST OF FURNISHING AND PLACING THE 3/4" PREFORMED EXPANSION JOINT MATERIAL SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE ALLEY RETURN.

B. SAWED JOINTS SHALL BE SEALED WITH A POURED MATERIAL MEETING THE REQUIREMENTS OF SECTION 1050 OF THE SSRBC.

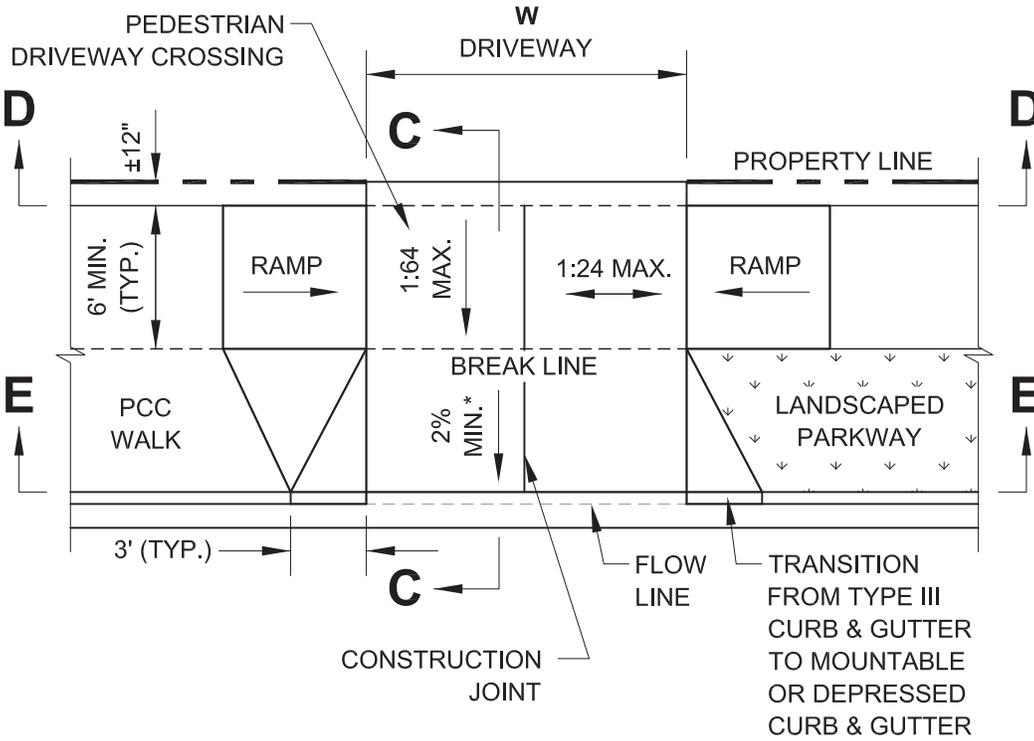
\* SLOPE VARIES AND IS NOT GOVERNED BY ADA

\*\* THE SLOPE OF THE ALLEY IN THE 1' SPACE ADJACENT TO THE PROPERTY LINE MAY BE ALTERED UP TO 10% TO MEET EXISTING CONDITIONS

**NOTE:**

WORK THIS SHEET WITH SHEET B-2-1.

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6



**ALLEY NOTES:**

A. DETECTABLE WARNING IS NOT REQUIRED AT NON-SIGNALIZED DRIVEWAYS.

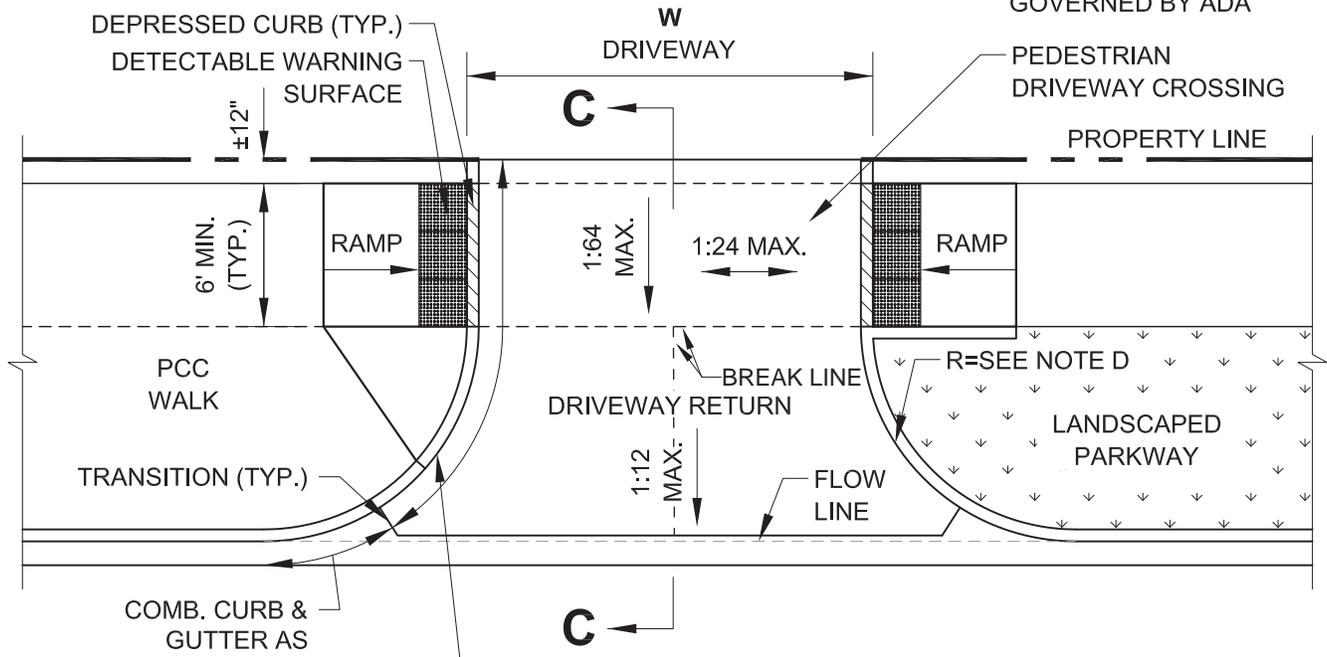
B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMPS ARE NECESSARY). SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

C. SEE DETAIL B-2-5 FOR REDUCED WIDTH (4' MIN.) PEDESTRIAN ACCESSIBLE ROUTE ACROSS ALLEY / DRIVEWAY (TO ALLOW FOR ADDITIONAL SLOPE AT ALLEY / DRIVEWAY).

D. DEPENDENT UPON TYPE & VOLUME OF TRAFFIC.

**OPTION A - DRIVEWAY WITH FLARES**

\* SLOPE VARIES AND IS NOT GOVERNED BY ADA



TYP. DRIVEWAY RAMP WITH FULL WALK

TYPE 4 CURB (TYP.) SEE DTL. SHT. B-4-3 (NON-MONOLITHIC)

TYP. RAMP ADJACENT TO LANDSCAPED PARKWAY

**NOTE:** WORK THIS SHEET WITH SHEET B-2-4.

**OPTION B - COMMERCIAL AND RESIDENTIAL DRIVEWAY WITH CURB FOR USE WITH TRAFFIC SIGNALIZATION APPROVED BY CITY ORDINANCE**

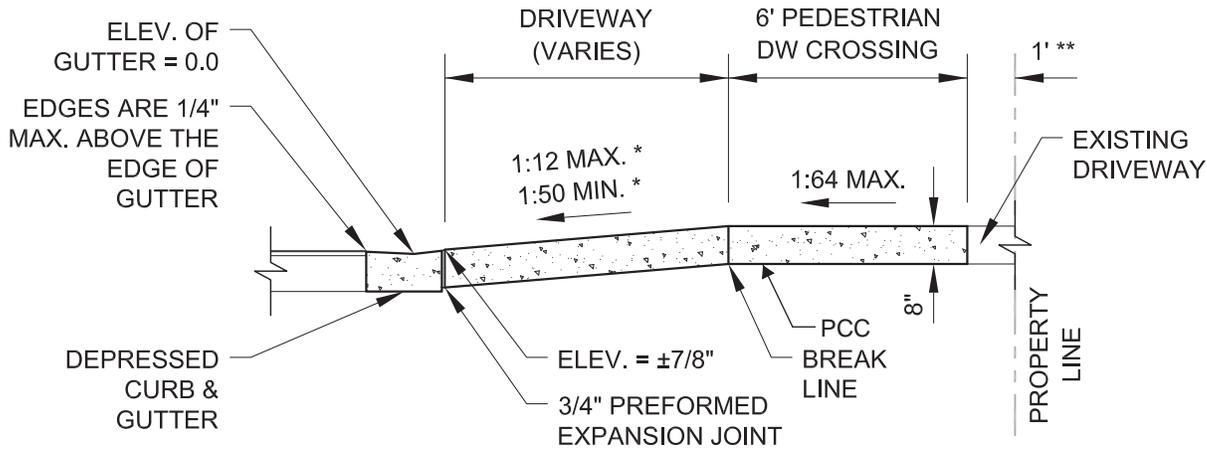


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/16	REVISION 6

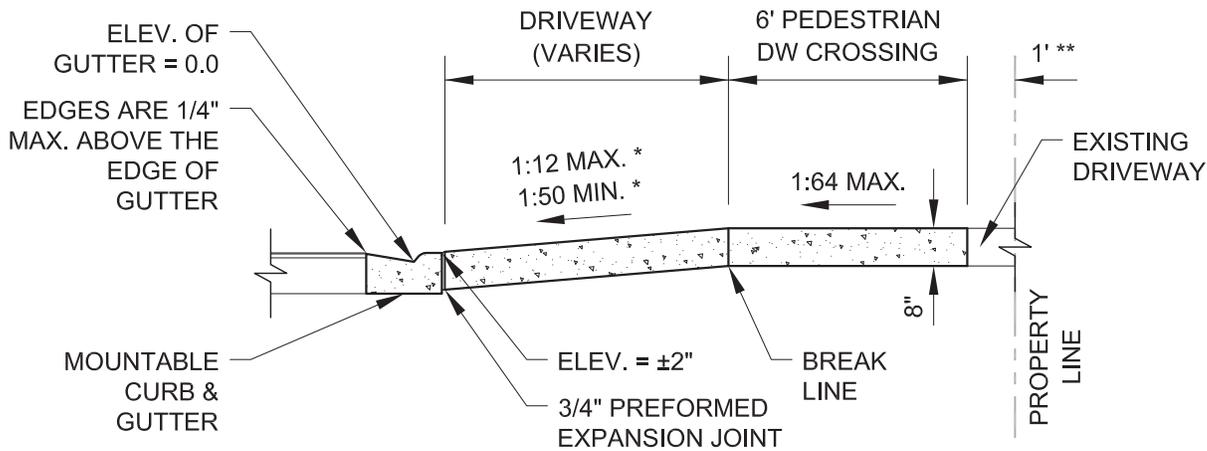
CITY OF CHICAGO  
 DRIVEWAY CONSTRUCTION PLAN VIEWS  
**SHEET B-2-3**

SCALE: NOT TO SCALE  
 DATE: 10/23/2006

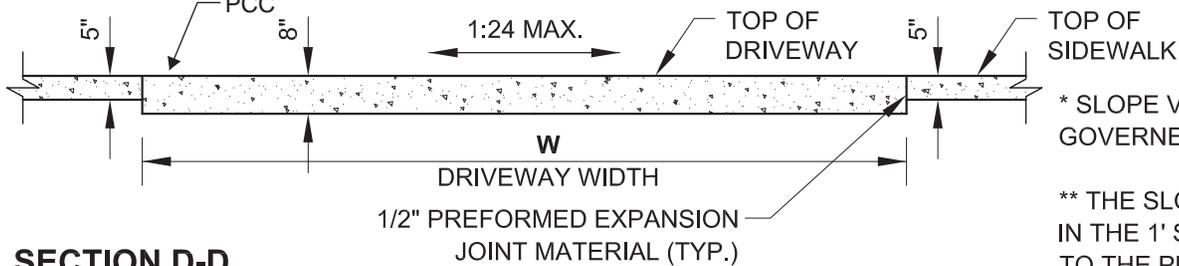
DRAWN BY: CDOT  
 CHECKED BY: LCM



**SECTION C-C: SECTION SHOWING DEPRESSED CURB & GUTTER**



**SECTION C-C: SECTION SHOWING MOUNTABLE CURB & GUTTER**

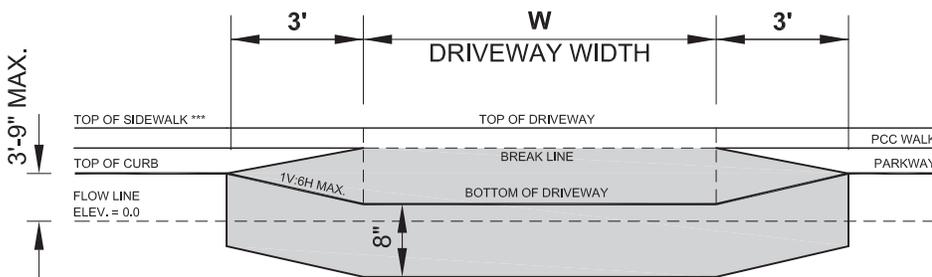


**SECTION D-D**

\* SLOPE VARIES AND IS NOT GOVERNED BY ADA

\*\* THE SLOPE OF THE ALLEY IN THE 1' SPACE ADJACENT TO THE PROPERTY LINE MAY BE ALTERED UP TO 10% TO MEET EXISTING CONDITIONS

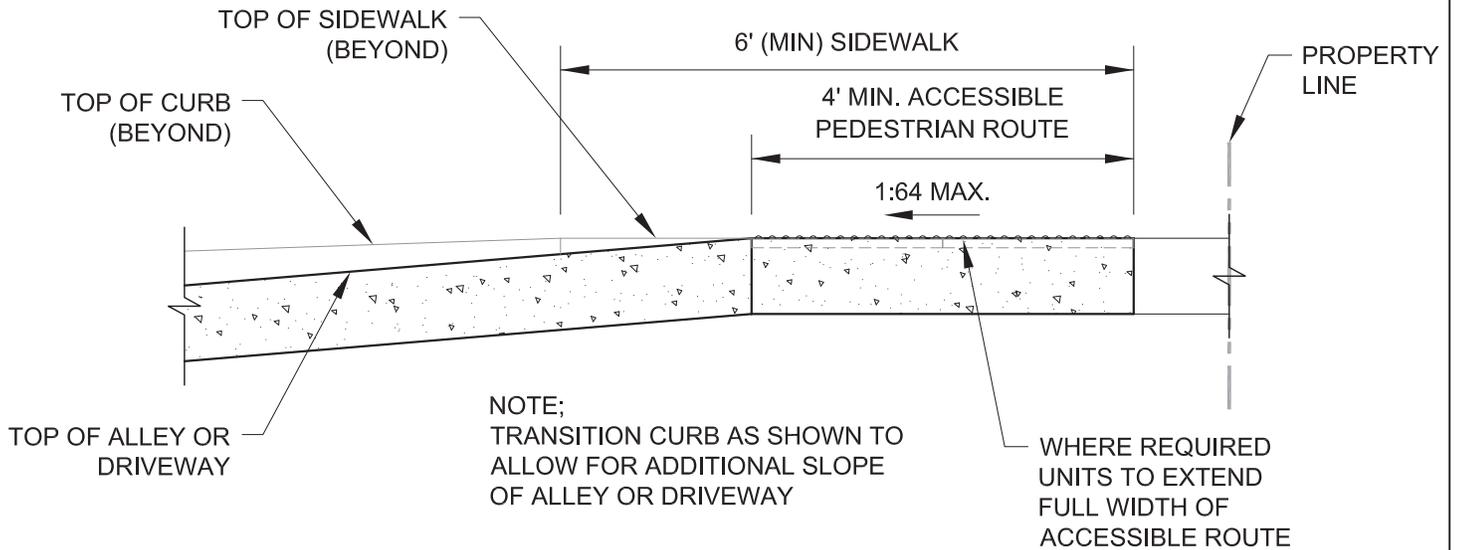
\*\*\* HEIGHT OF FLARE + WIDTH OF SIDEWALK x 1.56% + WIDTH OF PARKWAY x 1.56% TO 4%



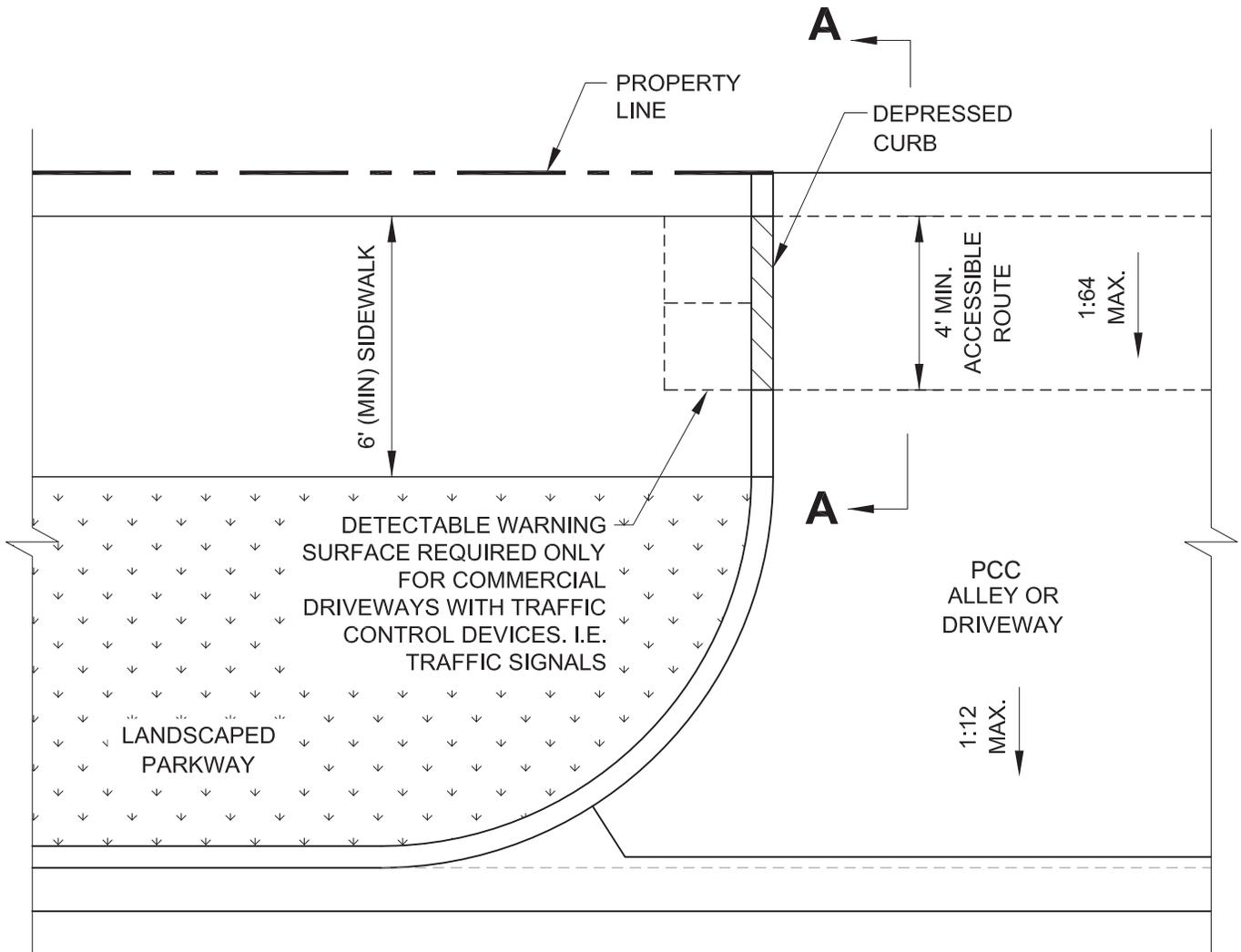
**SECTION E-E**

**NOTE:**  
WORK THIS SHEET WITH SHEET B-2-3.

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6



**SECTION A-A**



**PLAN VIEW**

City of Chicago  
 Rahm Emanuel, Mayor  
 Department of Transportation  
 Division of Engineering  
 www.cityofchicago.org



DATE	REVISION
02/20/07	REVISION 1
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11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6

CITY OF CHICAGO  
 ALLEY & DRIVEWAY DETAIL FOR REDUCED  
 WIDTH PEDESTRIAN ACCESS ROUTE

**SHEET B-2-5**

SCALE: NOT TO SCALE  
 DATE: 10/23/2006

DRAWN BY: CDOT  
 CHECKED BY: GK

## SLOPE CONVERSION CHART

% SLOPE	SLOPE RATIO	INCHES PER FOOT	DECIMAL FEET PER FOOT
16.67%	1:6	2"	0.167'
10%	1:10	1 1/4"	0.104'
8.33%	1:12	1"	0.083'
7.14%	1:14	7/8"	0.073'
5%	1:20	5/8"	0.052'
4.17%	1:24	1/2"	0.042'
2%	1:50	1/4"	0.021'
1.56%	1:64	3/16"	0.016'

DATE	REVISION
02/20/07	REVISION 1
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11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

**GENERAL NOTES:**

1. THE DETECTABLE WARNING USED SHALL BE CHOSEN FROM THE CHICAGO DEPARTMENT OF TRANSPORTATION LIST OF APPROVED DETECTABLE WARNING PRODUCTS (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IT IS NOT ACCEPTABLE TO INSTALL TWO DIFFERENT DETECTABLE WARNING PRODUCTS ADJACENT TO ONE ANOTHER AT ANY LOCATION. IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.
2. THE DETECTABLE WARNING MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET B-4-2).
3. THE DETECTABLE WARNING MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES FOR A MINIMUM UNOBSTRUCTED DEPTH OF 24". THE DETECTABLE WARNING LOCATED ON THE SURFACES OF RAMPS IS TYPICALLY ORIENTED PERPENDICULAR TO THE RUN OF THE RAMP UNLESS SPECIAL CIRCUMSTANCES OCCUR (SEE DETAIL SHEET B-1-5). THE DETECTABLE WARNING MUST BE PROVIDED FOR A MINIMUM DEPTH OF 24" FOR THE ENTIRE LENGTH OF THE SIDEWALK WHERE THE SIDEWALK IS FLUSH WITH THE STREET (DEPRESSED CURB OR FLUSH TRANSITION). IF IT IS NECESSARY TO CUT A UNIT(S) IN THE PROVISION OF A COMPLIANT RAMP OR SIDEWALK WITH 24" MINIMUM DEPTH OF DETECTABLE WARNING, THE UNITS SHALL BE CUT IN A NEAT AND WORKMAN LIKE MANNER PER MANUFACTURER'S REQUIREMENTS WITH A MINIMUM OF THREE PINS OR ANCHOR POINTS (WHERE APPLICABLE). THE UNITS SHALL BE ARRANGED SO THAT THE CUT UNITS ARE LARGE ENOUGH TO BE PROPERLY AND ADEQUATELY SECURED. CUT UNITS SHALL NOT BE USED UNLESS ALL OTHER DESIGN OPTIONS HAVE BEEN EXHAUSTED. THE USE OF SALVAGE PIECES FROM UNITS THAT ARE CUT WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE COMMISSIONER. CUT UNIT SALVAGE PIECES NOT APPROVED FOR USE MUST BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.
4. WHERE APPLICABLE, A COMBINATION OF STRAIGHT AND RADIAL DETECTABLE WARNING UNITS MAY BE USED ON COMPOUND AND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.
5. THE DETECTABLE WARNING MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT PROPER CONTRAST IS OBTAINED.
6. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE CDOT ADA STANDARDS.
7. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER (OR OTHER SPECIAL CDOT APPROVED CONDITIONS), WHICH HAS A MINIMUM WIDTH OF 4'-0".
8. THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.
9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.
10. THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.
11. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.



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02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

SCALE: NOT TO SCALE  
DATE: 10/23/2006

**CITY OF CHICAGO  
GENERAL NOTES  
SHEET B-3-2**

DRAWN BY: CDOT  
CHECKED BY: LCM

**GENERAL NOTES (CONTINUED):**

12. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP IF THE REQUIREMENTS OF GENERAL NOTE #19 ARE MET.

13. ALL LOCATIONS WITH TYPE 4 OR TYPE B CURB (EXCEPT ALLEY APRONS) SHALL BE CONSTRUCTED AS CURB AND GUTTER TYPE BV.12 THROUGH THE LIMITS OF THE CORNER AND THE CURB RAMPS.

14. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.

15. THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).

16. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING UNITS ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).

17. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 FOR THE FULL WIDTH OF WALK UNLESS OTHERWISE APPROVED BY THE COMMISSIONER. WHERE TURNING IS REQUIRED AND WHERE SIDEWALKS INTERSECT, THE SLOPE OF THE SIDEWALK SHALL NOT EXCEED 1:64 IN ANY DIRECTION.

18. MAIN LINE SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 1:24 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICH EVER IS HIGHER.

19. THERE SHALL BE NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES GREATER THAN 1/4" ON THE MAIN LINE SIDEWALK. THERE SHALL BE NO HORIZONTAL GAPS OR OPENINGS GREATER THAN 1/2" ON THE MAIN LINE SIDEWALK.

20. WHERE OBSTRUCTIONS EXIST ON THE MAINLINE SIDEWALK, THE CLEAR WIDTH OF USEABLE SIDEWALK SHALL NOT BE LESS THAN 4'-0". OBSTRUCTIONS INCLUDE, BUT ARE NOT LIMITED TO SIDEWALK BENCHES, FIRE HYDRANTS, SIGNAL OR LIGHT POLES, NEWSPAPER DISPENSERS, TRASH RECEPTACLES, AND UTILITY PEDESTALS.

21. CURB RAMPS AND LANDING (KEYSTONE) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE TO BE USED.

22. DEPRESSED CURB, RAMP, OR SIDEWALK DESIGNS OR LAYOUTS SHALL MAINTAIN OR IMPROVE EXISTING DRAINAGE AND THE EXISTING INTERSECTION GEOMETRY SHALL NOT BE MODIFIED WITHOUT CDOT APPROVAL.

23. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND THE STATE OF ILLINOIS.

24. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.



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11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6

CITY OF CHICAGO  
GENERAL NOTES (CONTINUED)  
**SHEET B-3-3**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: GK

## ADA COMPLIANCE AND TRANSITION GUIDELINES

POLICY STATEMENT: ANY ALTERATION OF THE PUBLIC WAY MUST BE RESTORED IN AN ADA COMPLIANT MANNER

### I. STREET/ALLEY RESTORATION

FOR ANY PROJECT WHERE, WITHIN THE PROJECT LIMITS, A CROSSWALK IS ENCOUNTERED OR WHERE THE PROJECT LIMITS TERMINATE WITHIN 4' OR LESS OF A CROSSWALK, THOSE CROSSWALKS AND THE ASSOCIATED CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A.)

WHEN A PROJECT CALLS FOR ONLY AN INTERSECTION TO BE REPAVED, THE INTERSECTION LIMITS AS DEFINED BY THE AREA OUTLINED BY OUTERMOST CROSSWALK LINES AND ADJACENT CURB FACES AND ALL ADJOINING CROSSWALKS AND CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).

WHEN WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE CURB RAMP MUST BE IMPROVED TO CURRENT ADA STANDARDS AND THE ADJACENT PAVEMENT MUST BE RESURFACED, AS NECESSARY TO PROVIDE FOR A FLUSH TRANSITION (SEE APPENDIX A).

WHEN ADA WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE ADJACENT PAVEMENT MUST BE RESTORED (SEE APPENDIX A).

FOR ANY CONSTRUCTION WHERE, WITHIN THE PROJECT LIMITS, AN ALLEY APRON IS ENCOUNTERED, THE ASSOCIATED CURB RAMPS, ALLEY APRON, AND SIDEWALKS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).

### II. SIDEWALK INSTALLATION / REPAIRS / RECONSTRUCTION

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, THAT ABUT AN EXISTING RAMP, KEYSTONE, TRANSITION PANEL, AND/OR LANDING AREA (THIS TOTAL LENGTH INCLUDES THE PRIOR ELEMENTS), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64 (SEE APPENDIX A).

### III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION

#### NEW SIDEWALK PLACEMENTS GREATER THAN TEN FEET IN CONTIGUOUS LENGTH:

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, MUST BE EXTENDED FOR A MINIMUM FIVE ADDITIONAL FEET (5') EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE LENGTH OF TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

#### NEW SIDEWALK REPLACEMENTS TEN FEET OR LESS IN CONTIGUOUS LENGTH (REPAIRS):

IT IS ACCEPTABLE PRACTICE TO MATCH ADJACENT SIDEWALKS AT THE EXISTING SLOPE.

#### CURB RAMP REPLACEMENTS

WHEN REPLACING AN ADA RAMP, THE SIDEWALK REPLACEMENT MUST EXTEND BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" A MINIMUM OF AN ADDITIONAL FIVE FEET (5') ON EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION PANEL SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION PANEL DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NO EXCEPTIONS TO THE ABOVE WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.



City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
www.cityofchicago.org



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6

CITY OF CHICAGO  
ADA COMPLIANCE AND TRANSITION GUIDELINES  
**SHEET B-3-4**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: GK

ALL DRAWINGS FOR WORK IN THE PUBLIC WAY  
MUST BE STAMPED AND SIGNED BY A LICENSED  
ARCHITECT, LANDSCAPE ARCHITECT OR  
LICENSED ENGINEER FOR CERTIFICATION

CERTIFICATION:

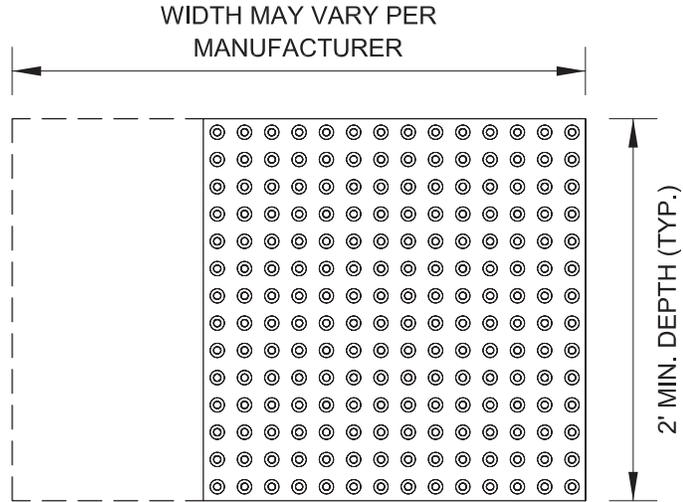


THIS CERTIFIED THAT THESE DRAWINGS HAVE BEEN REVIEWED TO THE BEST OF MY KNOWLEDGE AND THAT I BELIEVE THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

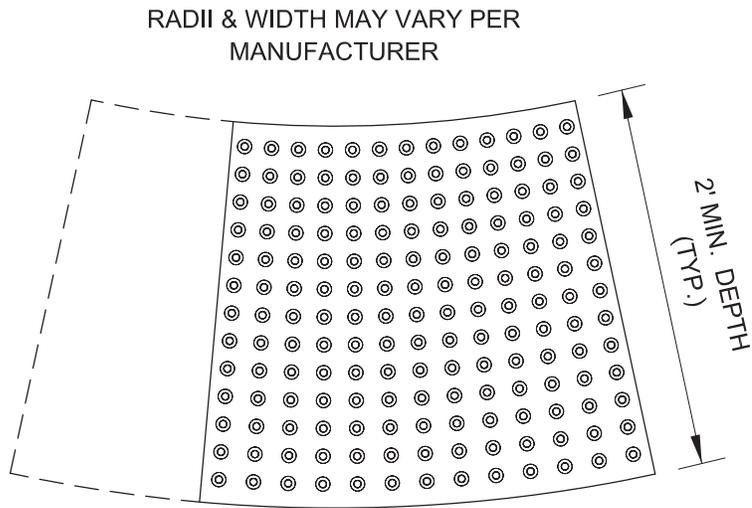
\_\_\_\_\_  
LICENSED ARCHITECT / LANDSCAPE ARCHITECT /  
LICENSED ENGINEER

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

# STRAIGHT DETECTABLE WARNING UNITS



# RADIAL DETECTABLE WARNING UNITS



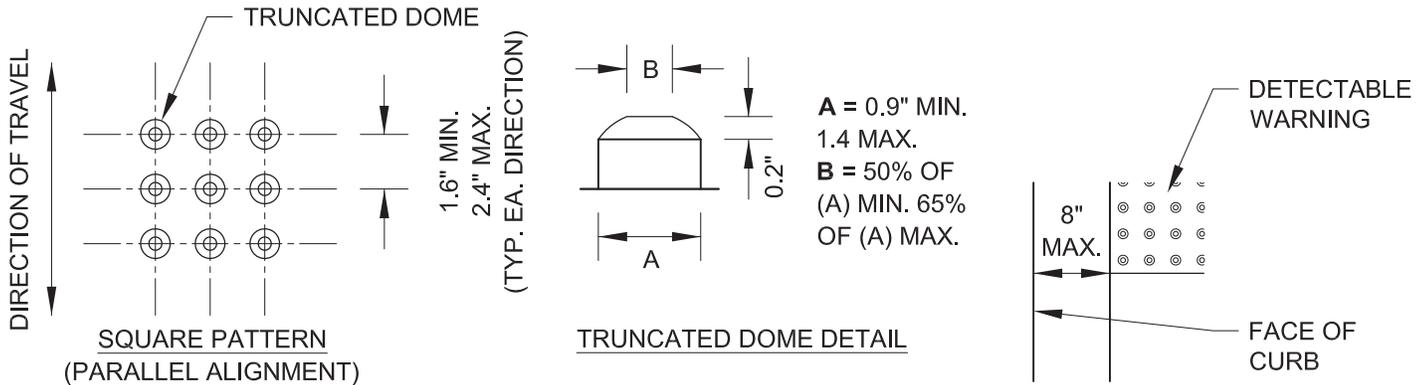
# DETECTABLE WARNING UNIT SIZES

- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.
- APPROVED LIST OF DETECTABLE WARNING PRODUCTS CAN BE FOUND ON CDOT'S WEBSITE ([www.cityofchicago.org](http://www.cityofchicago.org)).

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

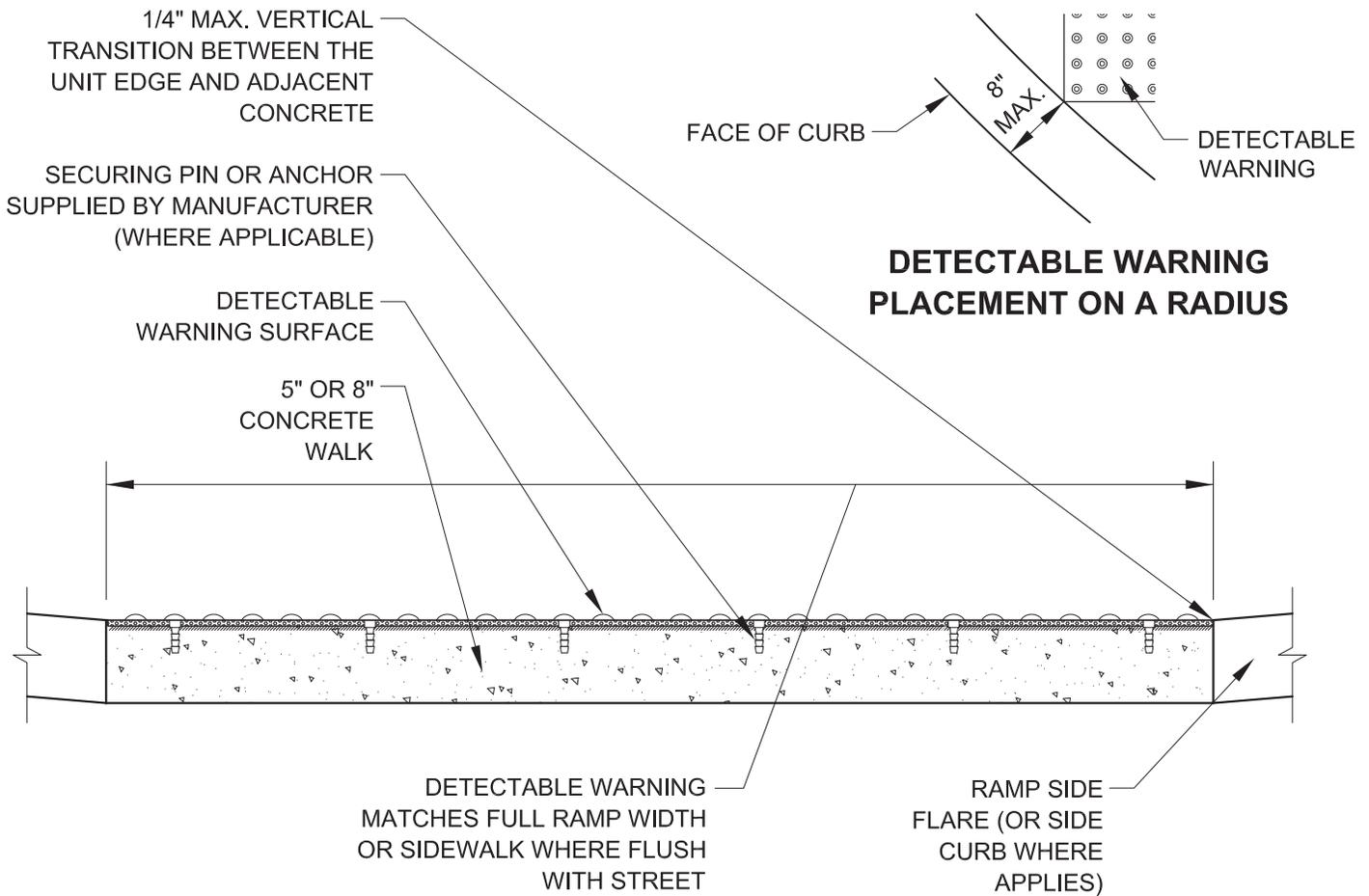
**GENERAL NOTE:**

THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.



**UNIT PATTERN & DOME DETAIL**

**TYPICAL DETECTABLE WARNING PLACEMENT**



**DETECTABLE WARNING UNIT SECTION**

City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
www.cityofchicago.org

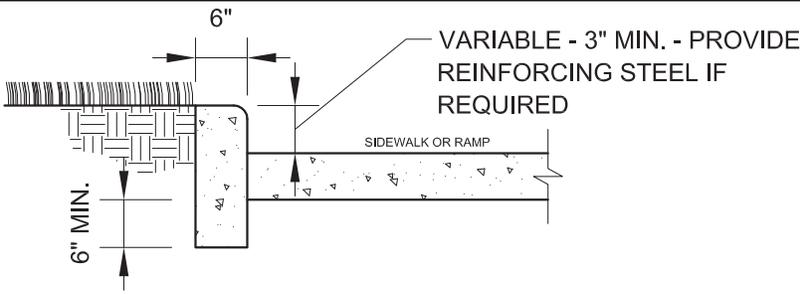


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

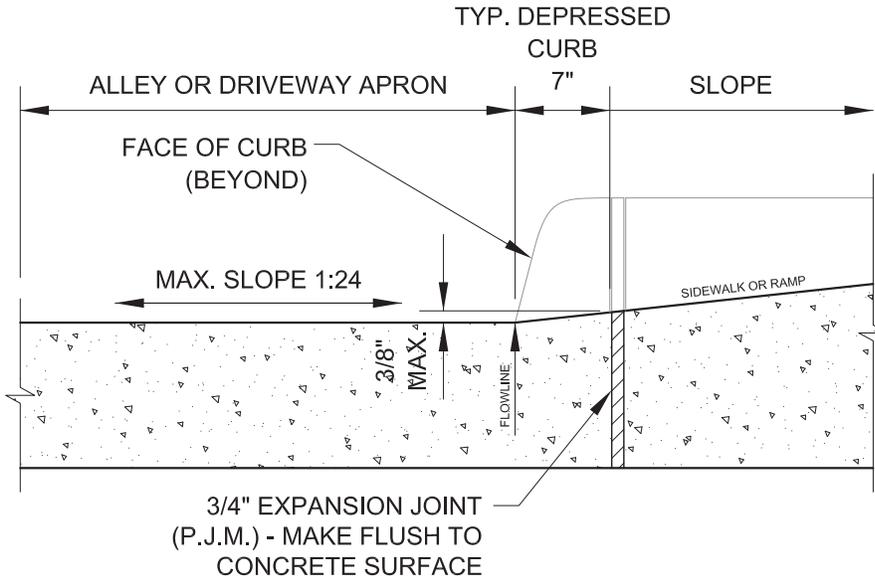
CITY OF CHICAGO  
DETECTABLE WARNING UNIT DETAILS  
**SHEET B-4-2**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

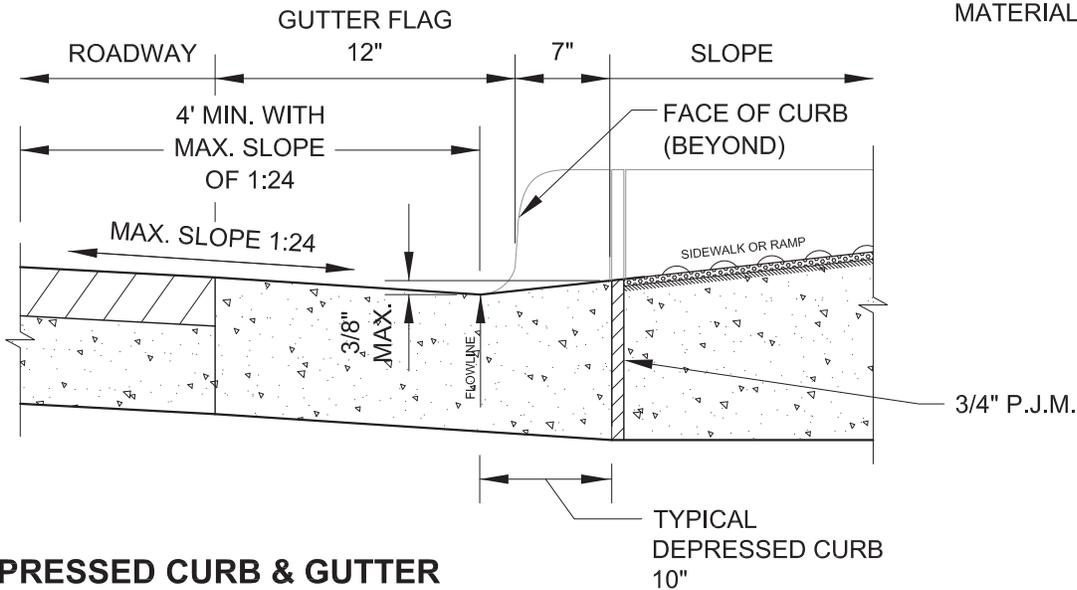
DRAWN BY: CDOT  
CHECKED BY: LCM



**SIDE CURB - SECTION**



**DEPRESSED CURB & GUTTER  
AT ALLEY/DRIVEWAY APRON (TYPE 4 OR B CURB)**



**DEPRESSED CURB & GUTTER  
AT BOTTOM OF TYPICAL CURB RAMP**

**NOTES FOR CURB & GUTTER  
DETAILS THIS SHEET:**

A. CROSS SLOPE AT DEPRESSED CURB & GUTTER NOT TO EXCEED 1:64.

B. DETECTABLE WARNING SURFACE AT DRIVEWAYS REQUIRED ONLY FOR COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES, I.E. SIGNALS.

C. REFER TO *REGULATIONS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY (CDOT)* FOR ADDITIONAL REQUIREMENTS FOR CURB AND GUTTER INSTALLATION.

D. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR SIDE CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK.

E. 'P.J.M.' THIS SHEET REFERS TO PREFORMED JOINT MATERIAL.

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

## APPENDIX C

### FORMS

#### OUC

- [IR/EFP OUC Applications](#)
- Manhole Installation Application & Requirements

#### Permit Office

- [A List of Public Way Permits can be found on the CDOT website in the Construction, Permits, Utilities and Contracts Section](#)
- Duty to Build Agreement

#### PCO

- dotMaps Batch Upload Template
- Submitting Data to dotMaps



City of Chicago
Department of Transportation
Office of Underground Coordination
30 N. LaSalle St., Suite 310, Chicago, IL 60602
Phone# (312) 744-4828 Fax# (312) 742-3138



Project Request Form

Please fill out the information below and click the submit button to initiate your project review. Applicant must email any attachments/drawings or sketches to OUC@Cityofchicago.org. If drawing files are larger than 1MB, forward a disc with drawing files to the above address. Upon receipt of your drawings, they will be reviewed for compliance and processing. If acceptable, you will receive the OUC#, Client Query# and Pin# assigned to your project. This will allow you to check the status of your project review online.

Is this review for another company/person?

- Yes
No

\* designates required fields.

Your Information:

Name: \*
Company: \*
Address 1: \*
Address 2:
City: \*
State: \*
Zip: \*
Phone: \*(Example: 555-555-5555)
Phone Extension:
Fax: \*(Example: 555-555-5555)
Mobile: (Example: 555-555-5555)
Email: \*

This review is being submitted for:

Name: \*
Submitting Agency (Company): \*
Address 1: \*
Address 2:
City: \*
State: \*
Zip: \*
Phone: \*(Example: 555-555-5555)
Phone Extension:
Fax: \*(Example: 555-555-5555)
Mobile: (Example: 555-555-5555)
Email: \*

Project Coordinator 1:

Name:  Phone:\*(Example: 555-555-5555)  Extn:

**Project Coordinator 2:**

Name:  Phone:(Example: 555-555-5555)  Extn:

**Project Information:**

**Internal Project Number:**

**Project Description:\***

Are manhole/handhole installations planned in the public way?\*

- Yes (see instructions after submitting this form)
- No

Tunneling (includes Directional Boring) Variance Requested?: \*

- Yes (variance to Chapter 10-20-200)
- No

**\* Purpose of Review:**

The OUC has two (2) primary review phases, the **Information Retrieval (IR)** phase, which provides utility occupancy information in the public way for any proposed design/engineering projects. Review requires One (1) small drawing, sketch or plat showing said location with corresponding dimensions and street boundaries and an Adobe PDF or Computer Aided Drafting Design (CADD) file of the drawing in DWF format. The **Existing Facility Protection (EFP)** phase insures that satisfactory protection of the utility member's existing plant occurs during major underground construction in and adjacent to the public-way. This review consists of a detailed engineering analysis by each member regarding the affects of a project on its existing facility. Affected member's protection requirements and/or conflicts are resolved prior to any authorization/permit for construction in or adjacent to the public-way. The review requires one (1) copy of the plan set (Plans larger than 8" x 14" must be folded into an individual set) and Computer Aided Drafting Design (CADD) drawings published in DWF Format (Single file with multiple pages).

- Information Retrieval (Select this option for obtaining utility information on public or quasi-public utilities in and adjacent to the public way.)**
- Existing Facility Protection (Select this option if construction plans are completed and your project is being submitted for public way construction permits.)**

**Project Location(s):** [i](#)

The screenshot shows a Google Maps interface with an 'Add Point & Line Locations' dialog box open. The map displays a grid of streets and highways in the Chicago area, with labels for various neighborhoods like River Forest, Oak Park, Berwyn, Cicero, and South Side. The dialog box includes a 'Ruler' button, a checkbox for 'Non-street Path (including alleys)', and input fields for 'Location description' and 'Enter point address or intersection'. At the bottom of the dialog are 'Cancel' and 'Add' buttons. The map interface also shows 'Map' and 'Satellite' options, a zoom control, and a person icon.

Submit



CHICAGO DEPARTMENT OF TRANSPORTATION
DIVISION OF INFRASTRUCTURE MANAGEMENT
OFFICE OF UNDERGROUND COORDINATION
121 NORTH LASALLE STREET - ROOM 905
CHICAGO, ILLINOIS 60602

NOTICE FORM

1. Permittee Information

Permittee Name: Phone Number:

Company Name:

Current Address:

Is Permittee a telecommunications provider: Yes No Registration No.:

Retailer: Yes No

2. Is the Permit for another Company/Person for whom the work will be done?

Yes, if yes fill out information below No

Company/Person Name: Phone Number:

Company/Person Address:

Is the company a telecommunications provider? Yes No Registration No.:

Retailer: Yes No

3. Purpose of Review

Information Retrieval Existing Facility Protection

4. Scope of Work

Describe Briefly:

5. Manhole Installations

Are manhole/handhole installations planned in the public way: Yes No

6. Construction Document Submittal (One (1) Disc with CADD Drawings Published in DWF Format)

Yes No If not, explain:

7. Location of Work

Work Location Description:

Legal Address:

Any installation in the tunnels: Yes No

If yes, contact the Division of Engineering at (312) 744-3920 for information and permitting requirements.

Signature Date

Permittee Signature

## Manhole Installation Requirements

All manhole/handhole installations in the public way must be reviewed by the Department of Transportation's, Office of Underground Coordination. Manhole/handhole placements in the public way will be denied without written confirmation that existing structures in and adjacent to the immediate area, are at capacity.

All request shall consist of , but, not be limited to the following information:

1. Provide "As Built" drawings of all existing manhole structures owned by your agency in and adjacent to the immediate area of the proposed installation.
2. Provide an utility composite drawing showing all existing manhole/handholes in and adjacent to the immediate area of the proposed installation. *(Note: The utility composite drawing will not be required if existing utility information is shown on your "As Built" drawings)*
3. Provide written documentation/proof of utilization of existing structures in and adjacent to the immediate area of the proposed installation.

*Note: All photos must include location information for each manhole/handhole.*

4. Provide the number of ducts currently in use for structures in and adjacent to the immediate area of the proposed installation.
5. Provide the number of ducts not in use for structures in and adjacent to the immediate area of the proposed installation.
6. Are there any manholes which can be abandon in and adjacent to the immediate area of the proposed installation?
  - Yes: Identify each manhole which could be abandon.
  - No: Provide documentation that abandonment of any existing structure(s) in and adjacent to the immediate area of the proposed installation, are not possible.
7. Has an attempt been made to utilize existing ducts with other Telecommunications, Cable or Utility companies in the immediate area of the proposed manhole/handhole installation?
  - Yes: Provide a list of the agencies contacted for use of their existing ducts.
  - No: Contact other Telecommunications, Cable or Utility companies in the immediate area of the proposed manhole/handhole installation?
8. Was your agency denied access to other Telecommunications, Cable or Utility companies facilities in and adjacent to the immediate area of the proposed manhole/handhole installation?
  - Yes: Provide a copy (s) of the denial/rejection letters from each agency.
  - No: Provide copies of the Access and/or Lease Agreements from each agency authorizing access to their structures.

Completed forms and attachments must be submitted to the Office of Underground Coordination for review.

Instructions: This below document must be reproduced on the applicant's letterhead, executed, and notarized:

**SUBDIVISION/DEDICATION APPLICATION**  
**DUTY TO BUILD AGREEMENT**  
(Must be completed by the applicant, not their attorney)

In support of my current application with the Chicago Department of Transportation's Maps and Plats unit, for a subdivision/dedication of my private property, I hereby state that I am the applicant or the company agent for the applicant company involved in the project, and that I have the authority to agree to the below terms of the Subdivision. Please initial:

\_\_\_\_\_ I am aware that I am responsible for the construction of all public and private rights of way (streets, alleys, etc) described on the Plat of Subdivision/Dedication.

\_\_\_\_\_ I further understand that all rights of way (both public and private) must be built to City specifications as detailed in CDOT's Rules and Regulations for Construction in the Public Way.

\_\_\_\_\_ Lastly, I understand that construction deposits will be required to assure that the work is done correctly. An inspection will be conducted by the City upon completion of the work. The City of Chicago reserves the right to require demolition and reinstallation of any facilities that are judged to be sub par or that do not adhere to the City's standards.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_ Title: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone/fax: \_\_\_\_\_ / \_\_\_\_\_

Email: \_\_\_\_\_

Notary:

## Appendix C Submitting Data for the CDOT's dotMaps



### Submitting Data for dotMaps

Please review the following to ensure your data is submitted correctly for maximum benefit to all parties concerned.

#### Utilize the Batch Template and Data Specifications Sheet

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	
1	AGENCY_	AGENCY_	PROJECT	CONTACT	AGENCY_					FROM_				PROJECT			AGENCY_	PROJECT			
2	NAME	_NO	_TYPE	_NAME	_NUMBER	PROJECT_DESCRIPTION	ON_STREET	FROM_STREET	FROM_ADDRESS	OFFSET	TO_STREET	TO_ADDRESS	TO_OFFSET	_START_	PROJECT_	PCO_NOTES	NOTES	_ID	PROJECT_LOCATION_ID	FIELD_CHANGED	
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					

- **All column headers should be left unchanged.**
- AGENCY\_ALIAS\_ID - optional and only needed if Agency has a unique identifier they would like to have included.
- AGENCY\_NAME – optional only needed if submitting entity is connected to more than one Agency, and this is for convenience.
- AGENCY\_NO – every Agency has its own unique identifier and this is required for processing (PCO can look this up).
- PROJECT\_TYPE – we are only concerned with CIP projects for the batch upload, also required.
- CONTACT\_NAME – required.
- AGENCY\_PROJECT\_NUMBER – internal reference number, optional but recommended.
- PROJECT\_DESCRIPTION – Optional but recommended.

## Appendix C

### Submitting Data for the CDOT's dotMaps



- ON\_STREET – Required for any location configuration. See example below of how to format location fields.
- FROM\_STREET – Required for locations in an On-From-To street name configuration or intersection.
- FROM\_ADDRESS – Required for locations listed as a single address or range of two addresses.
- FROM\_OFFSET – Not widely used, but can be used to refine an On-From-To location configuration
- TO\_STREET - Required in an On-From-To location configuration.
- TO\_ADDRESS – see example of FROM\_ADDRESS.
- TO\_OFFSET – see example of FROM\_OFFSET.
- PROJECT\_START\_DATE – use format given on template.
- PROJECT\_END\_DATE – use format given on template.
- PCO\_NOTES – Leave blank, for PCO use.
- AGENCY\_NOTES - use for more detail if needed – this data does not transfer into the Map, but is retained in the Batch Results for future reference.
- PROJECT\_ID – Leave blank for NEW entries; required when changing an existing record.
- PROJECT\_LOCATION\_ID – Leave blank for NEW entries; required when changing an existing record.
- FIELD\_CHANGED – tells the database what it needs to do with the data. **NEW** for new records, **UPDATE\_DATE** to change the date of existing, **UPDATE\_LOCATION** if adjusting or refining an existing location, **UPDATE\_PROJECT** to change any of the other descriptive fields (not dates or location fields).
- CONSTRUCTION\_STATUS – Optional but may only contain the following terms: Main & Services, Substantial Restoration, Meter Transfers, Retirement & Final Restoration, Punch List or Complete.
- CONTRACTOR\_SCHEDULE\_REFERENCE – Free text field

## Appendix C Submitting Data for the CDOT's dotMaps



Examples of how to format locations:

G	H	I	J	K	L	M
ON_STREET	FROM_STREET	FROM_ADDRESS	FROM_OFFSET	TO_STREET	TO_ADDRESS	TO_OFFSET
Examples below of variations on location formatting:						
N Dearborn St	W Lake St			W Randolph St		
N Clark St		123			215	
N Canal St	W Lake St		S 100'	W Randolph St		N 50'

### After Batches are processed

- The Contact who submitted the data will receive a copy of the batch results. If many entries are rejected, the Agency may be requested to provide clarifications or additional information.
- Along with the Batch Results, a Conflict Report will be printed of new Conflicts found on any new projects uploaded.

## **APPENDIX D CHECKLISTS**

### **Plan Preparation Checklist**

### **Geotechnical Review Checklist**

### **Construction Checklist**

### **Permit Application Checklist**

- OUC Approved  
Requirements to obtain a permit
- Non-OUC Submittal  
Requirements to obtain a permit that are not required to obtain OUC approval

**Appendix D**  
**EFP Plan Preparation Checklist**



**Appendix D**  
**Plan Preparation Checklist**

It is the responsibility of the Designer to complete and submit this checklist along with all required drawings for OUC (EFP) Review. All drawings submitted for OUC review must be in a scalable Autodesk Design Web Format (.dwf). AutoCAD users may create a DWF using the Public function within AutoCAD. Users of other design software may use the free Autodesk DWF Writer available from [www.autodesk.com](http://www.autodesk.com).

**ALL SHEETS**

1.	Complete sheet index block in the lower right-hand corner with the project OUC Number (initial submittal (20## - #####), project name, and sheet numbers.	<input type="checkbox"/>
2.	Use appropriate symbols, cell library, and abbreviations from the <i>IDOT CAD Roadway Drafting Reference Guide</i> and <i>IDOT Highway Standards</i> .	<input type="checkbox"/>
3.	Use standard plan sheet size of 22 inches by 34 inches with an 11 inch by 17 inch sheet scalable at a 50% reduction.	<input type="checkbox"/>

**COVER SHEET**

1.	Complete sheet index block in the lower right-hand corner with the project OUC Number (initial submittal (20## - #####), project name, and sheet numbers.	<input type="checkbox"/>
2.	Show title information in the top center of the sheet and include: Project route number, common name, street name, Location of improvement, and Type of improvement.	<input type="checkbox"/>
3.	Show the graphic scales used on plans & profiles in the lower left-hand side of the sheet.	<input type="checkbox"/>
4.	Provide a project layout map at bottom center of the sheet. Include on the map: Location of project, and north arrow, Beginning and end stations, Important intermediate stations, Prominent features, Names for special features, Route and street names, scale of location map, and Equation stations.	<input type="checkbox"/>
5.	Provide the project gross and net lengths immediately below the layout map. Only include the mainline distances. Do not include length of intersection improvements.	<input type="checkbox"/>
6.	Include the designer (company) name or Agency name. The drawings must be sealed, signed and dated by a Professional Engineer licensed in the State of Illinois.	<input type="checkbox"/>
7.	Show the information for C.U.A.N. on the lower left hand side of the cover sheet.	<input type="checkbox"/>
8.	Show the legend for symbols denoting existing and proposed features.	<input type="checkbox"/>

## Appendix D EFP Plan Preparation Checklist



### INDEX OF SHEETS, HIGHWAY STANDARDS, AND PLANS NOTES

1.	Completely fill out the sheet index ( <b>Can be placed on cover sheet</b> ).	<input type="checkbox"/>
2.	Provide a list of all <i>IDOT Highway Standards</i> necessary to construct the project. Also, include the revision number ( <b>Can be placed on cover sheet</b> ).	<input type="checkbox"/>
3.	Include all applicable general plan notes ( <b>Can be placed on cover sheet</b> ).	<input type="checkbox"/>

### TYPICAL SECTION SHEET

1.	Ensure that all applicable typical sections are provided, if necessary.	<input type="checkbox"/>
2.	Note the title of the typical section and applicable stations directly below the typical section.	<input type="checkbox"/>
3.	Ensure the following have been included on the typical section: Horizontal dimensions rounded to nearest 0.1 foot; Vertical dimensions rounded to nearest ¼ inch or ⅛ inch for resurfacing lifts; The profile grade line reference, if different from the centerline; Types and depths of surface, base, and subbase courses; and All other applicable notations.	<input type="checkbox"/>
4.	Provide a table of base thickness where the base and subbase depths vary and include the applicable station limits.	<input type="checkbox"/>
5.	Include all notes applicable to the typical sections.	<input type="checkbox"/>
6.	Note all applicable pay items on the typical section.	<input type="checkbox"/>
7.	Include the structural pavement design information.	<input type="checkbox"/>

### ALIGNMENT, TIE, AND BENCHMARK SHEET

1.	Provide the mainline plan and profile sheets first, followed by other plan and profile sheets as they appear along the centerline.	<input type="checkbox"/>
2.	Plot a base map of existing facilities with a light, dashed line and the proposed facilities with a solid, dark line.	<input type="checkbox"/>
3.	Provide the site and City benchmark data on this sheet and include the following information: Centerline station, Distance and direction from the centerline, Description of location, and Benchmark elevation.	<input type="checkbox"/>

### PLAN/PROFILE SHEET

1.	Ensure that all applicable typical sections are provided, if necessary.	<input type="checkbox"/>
2.	Note the title of the typical section and applicable stations directly below the typical section.	<input type="checkbox"/>
3.	Keep all notes brief, clear, and consistent.	<input type="checkbox"/>
4.	Desirably, label the applicable stations in the lower right corner on each sheet.	<input type="checkbox"/>

## Appendix D EFP Plan Preparation Checklist



### PLAN VIEW

5.	Show mainline stationing increasing from south to north and west to east.	<input type="checkbox"/>
6.	Provide tick marks along the centerline at 100 foot intervals and note the station.	<input type="checkbox"/>
7.	Use matchlines on sheet.	<input type="checkbox"/>
8.	On projects where a coordinate system has been set up, show the coordinates for all control points.	<input type="checkbox"/>
9.	Use a plan view scale of 1 inch = 20 feet if 1 inch = 50 feet is illegible.	<input type="checkbox"/>
10.	For all control points along centerline, provide a 0.1 inch diameter circle on the centerline.	<input type="checkbox"/>
11.	Place the horizontal curve data on the inside of the curve to which it applies. Present the curve data in accordance with the format and accuracy presented in the IDOT BDE Manual, Figure 63-4.D.	<input type="checkbox"/>
12.	Show perpendicular lines from the centerline to the inside of the curve at all curve control points. Indicate the curve control point and station.	<input type="checkbox"/>
13.	Where deflection angles are used, show the angle to nearest second of a degree. Include coordinates, if available.	<input type="checkbox"/>
14.	Note all pavement widths at the beginning and end of each sheet and wherever there is a change in pavement width.	<input type="checkbox"/>
15.	Provide a North arrow on each sheet.	<input type="checkbox"/>
16.	Ensure station call outs are provided at: Beginning and end points of the project, Matchlines with other projects, Omissions from paving and station equations, 100 foot station increments, Horizontal curve points, Beginning and ending points of tapers, Construction limit locations, Right-of-way alignment breaks, Curb returns for entrances and intersections, Entrance centerlines, Special construction applications, Side street intersections, Permanent survey and right-of-way markers and Other necessary locations.	<input type="checkbox"/>
17.	In plain view, show the existing and proposed right-of-way limits on the plans. Also incorporate the following: Dimensions of the properties, Property ownership lines, Property owner names, Temporary and permanent easement locations, Points where the control of access does not coincide with the right-of way line, Location of right-of-way markers	<input type="checkbox"/>
18.	Show the existing site conditions and the proposed site improvements.	<input type="checkbox"/>
19.	For entrances, show the following: The entrance type; The existing surface material type; The width of the intersecting facility; For intersections with public roads, the angle of intersection from the side road centerline to the mainline centerline; and Direction of drainage.	<input type="checkbox"/>
20.	Properly label all additional constructed improvements.	<input type="checkbox"/>

## Appendix D EFP Plan Preparation Checklist



21.	Show the following for utility work: Each run of pipe between structures (manholes, catch basins, inlets, vaults, handholes, etc.); Pipe diameter, size and length; Centerline station; Direction and distance from centerline; Top of cover elevation; and Invert elevations for all pipes.	<input type="checkbox"/>
-----	---	--------------------------

### PROFILE VIEW

22.	Show the profile of the finished surface along the centerline for the proposed facility.	<input type="checkbox"/>
23.	Use the same horizontal scale as shown for the plan view. The vertical scale is typically 1 inch = 5 feet or 1 inch = 10 feet.	<input type="checkbox"/>
24.	Show the existing ground line to the nearest 0.1 foot and existing pavement surfaces to the nearest 0.01 foot.	<input type="checkbox"/>
25.	Show the vertical curve data above the profile line for crest curves and below the profile line for sag curves. Include the following vertical data for each curve: Small triangle at the VPI, Small circles (0.1 inch diameter) at all other vertical curve control points, The VPI station, including short segments of vertical tangents, vertical curve length, elevation at the VPI; and the “M” distance between the VPI and roadway surface.	<input type="checkbox"/>
26.	Show tangent grades to the nearest hundredth of a percent (i.e., 0.01%). Use a “+” prefix for positive grades and “-” prefix for negative grades.	<input type="checkbox"/>
27.	If not shown on the benchmark sheet, show the benchmark information on the top portion of the profile view.	<input type="checkbox"/>
28.	Provide additional profiles, where necessary, for: Pavement edges, Drainage structures, Side roads, and Other situations.	<input type="checkbox"/>
29.	For bridges within the project, show elevations for: Abutments, Piers, Low vertical clearance points, the high water level, and Stream bed.	<input type="checkbox"/>
30.	Show the following for utility work: Diameter of pipe, Type of pipe, Length, Gradient (if applicable), Centerline station, Direction and distance from centerline, Device type and size, Invert elevations for all pipes, and Top of casting elevation.	<input type="checkbox"/>
31.	Note all utilities where they cross the centerline and the type of utility.	<input type="checkbox"/>
32.	Note all underground utilities within the right-of-way limits affected by the construction.	<input type="checkbox"/>

**Appendix D**  
**EFP Plan Preparation Checklist**



**PAVEMENT RESTORATION SHEETS**

1.	Show the limits of restoration for any openings made in the public way. Provide a demo plan if necessary.	<input type="checkbox"/>
2.	Show project-specific details of restoration or standard restoration details found in this manual.	<input type="checkbox"/>
3.	Show pavement marking details.	<input type="checkbox"/>

**TRAFFIC CONTROL & DETOUR PLAN SHEETS**

1.	Determine which standards from these Regulations, the <i>IDOT Highway Standards</i> , and the MUTCD (Manual on Traffic Control Devices) are both applicable and the most stringent for the traffic control on the project.	<input type="checkbox"/>
2.	Where necessary, provide plan view sheets showing: Temporary roadway horizontal alignment, Temporary pavement widths, Temporary traffic lanes, construction staging, Location of work zone signage, Temporary pavement markings, A narrative of work that should be performed during each stage, Routes into and out of the site, Typical sections for each construction stage, Traffic control standards for each stage, Temporary roadside safety layouts, General notes for construction, closures, time frames, accommodations for Public transit, bicycles, and pedestrians, etc.	<input type="checkbox"/>
3.	Where necessary, provide the temporary roadway profile grade line on the profile sheet.	<input type="checkbox"/>
4.	Where necessary, provide plan view sheets of the proposed detour route showing: The proposed location of the work zone, pedestrian access route, bicycle access route, Adequate warning for any added or revised local route stop conditions, Minimum travel width requirements for the detour route,	<input type="checkbox"/>

**EROSION AND SEDIMENT CONTROL DETAILS**

1.	Determine which standards from the <i>IDOT Highway Standards</i> , DWM details, the Illinois Urban Manual, and/or NRCS details are applicable to BMPs (best management practices) for erosion and sediment control on the project.	<input type="checkbox"/>
2.	Where necessary, provide any commitments or General Notes that relate to erosion and sediment control.	<input type="checkbox"/>
3.	Where necessary, provide plan view sheets showing: Proposed construction staging, Location of environmentally sensitive areas, Location of erosion and sediment control items, and General notes for construction, pay items, etc.	<input type="checkbox"/>

## Appendix D EFP Plan Preparation Checklist



### DETAIL SHEETS

Where necessary, the following details may be included:

1.	Intersection details which may include: Pavement elevations, Lane widths, Curb/Edge of pavement radii, Curb ramps, Turning radii for left-turning vehicles, Location of median noses and islands, Location of traffic signal equipment, Location of traffic signs, Pavement markings, and Construction joint layout.	<input type="checkbox"/>
2.	Signing plans, where applicable.	<input type="checkbox"/>
3.	Any special designs not covered in the <i>IDOT Highway Standards</i> or elsewhere in the plans.	<input type="checkbox"/>

## **Appendix D**

### **Geotechnical Review Checklist**

Private and Public Developments which have excavations, foundations or earth retention system that are equal to or greater than 12 feet below adjacent (existing) grade and/or excavations deeper than 4 feet that extend beyond the development's property lines and into the Public Way require a geotechnical review. The following is a partial list of items that require geotechnical review:

- Deep foundation members such as caissons, drilled shafts to rock, H-piles, pipe piles, auger-cast piles, micropiles, timber piles, stone columns
- Underpinning elements such as micropiles, hydraulically pushed piers, helical piers and any other form of underpinning.
- Footing or matt foundations (deep excavation because of poor soils and/or because of proposed basements)
- Earth Retention System include but are not limited to steel sheet piling, soldier pile and lagging, slurry walls, secant pile walls, ground improvement for earth retention, rings and lagging, timber sheeting, timber boards and lagging, trench boxes or equivalent shoring systems.
- Elevator pits
- Elevator with hydraulic pistons
- New pits or excavations within the basement of an existing building
- Backfilling and/or restoration of vaulted sidewalks (Note: this is a special case whereby **any** depth applies)

For a building project, contact the Department of Buildings (DOB) (312-742-6084) to start the building or foundation permit process which will include OUC. For non-building infrastructure projects, bridges, roadways, utilities, tunnels, etc., contact the OUC (312-742-3130) to start the geotechnical review. The geotechnical review is concurrent with the OUC EFP process and the geotechnical approval is required for OUC to issue permit issuance authorized. The geotechnical calculations are not required prior to OUC EFP submittal.

The CDOT Geotechnical Reviewer will schedule an Intake Meeting to review process and assist the Permittee as needed. It is the responsibility of the Designer to complete and submit this checklist along with all required drawings and calculations for Geotechnical Review.

In addition to the requirements on the **Plan Preparation Checklist (Appendix D)**, the drawing set shall include the items shown in this document, if applicable, including but not limited to the areas to be excavated and/or the areas where earth retention is required, clearly indicated on Excavation (EX) and/or Earth Retention System (ERS) plans. Earth retention system design (if applicable) will be included as part of the review process along with drawings, geotechnical and structural calculations and installation sequence. Foundation bearing capacity calculations, settlement, (total and differential) calculations and testing procedures (if applicable) must be provided. Monitoring by a licensed surveyor during construction may be required for the protection of adjacent public property and will be outlined as needed by CDOT upon final approval.

**Appendix D  
Geotechnical Review Checklist**



**1.0 GEOTECHNICAL REPORT**

1.	Include written report, boring logs and location plan.	
2.	Provide top of boring elevation tied to Chicago City Datum (CCD)	
3.	Adequate number of borings to cover the entire building site (a minimum of two borings for the first 10,000 square feet of the building footprint and one boring for every 10,000 square feet thereafter, or fraction thereof)	
4.	Adequate depth of boring is required to be a minimum dimension below bearing elevation either two times the footing width for spread footings or two times the maximum bell diameter for caissons (drilled shafts)	
5.	Log shall show ground water levels, Standard Penetration test values (N), Unconfined Compressive Strength values (Q <sub>u</sub> ), Water Content values, and Soil Classification by strata	
6.	Pressuremeter tests for bearing capacities greater than 21 ksf (minimum two borings)	
7.	Vane Shear tests (recommended) in soft clays for Earth Retention System (ERS) design and/or to check for caisson squeeze (minimum of two borings)	

**2.0 DRAWINGS**

**2.1a COVER SHEET**

1.	Complete sheet index block in the lower right-hand corner with the project OUC Number (initial submittal (20## - #####), project name, and sheet numbers.	
2.	Show title information in the top center of the sheet and include: Project route number, common name, street name, Location of improvement, and Type of improvement.	
3.	Show the graphic scales used on plans & profiles in the lower left-hand side of the sheet.	
4.	Provide a project layout map at bottom center of the sheet. Include on the map: Location of project, and north arrow, Beginning and end stations, Important intermediate stations, Prominent features, Names for special features, Route and street names, scale of location map, and Equation stations.	
5.	Provide the project gross and net lengths immediately below the layout map. Only include the mainline distances. Do not include length of intersection improvements.	
6.	Include the designer (company) name or Agency name. The drawings must be sealed, signed and dated by a Professional Engineer or Structural Engineer licensed in the State of Illinois, depending on the project scope of work.	
7.	Show the information for C.U.A.N. on the lower left hand side of the cover sheet.	
8.	Show the legend for symbols denoting existing and proposed features.	

**Appendix D**  
**Geotechnical Review Checklist**



**2.1b INDEX OF SHEETS, HIGHWAY STANDARDS, AND PLANS NOTES**

1.	Completely fill out the sheet index ( <b>Can be placed on cover sheet</b> ).	
2.	Provide a list of all <i>IDOT Highway Standards</i> necessary to construct the project. Also, include the revision number ( <b>Can be placed on cover sheet</b> ).	
3.	Include all applicable general plan notes ( <b>Can be placed on cover sheet</b> ).	

**2.2 SITE PLANS**

1.	Locate column lines/work from property lines in N-S and E-W directions.	
2.	Locate property lines from cross street right-of-way (ROW) lines	
3.	Indicate elevations in CCD	
4.	Show existing grades	

**2.3 PLAT SURVEY**

1.	Must provide ALTA survey dated within the last 180 days or else update is required	
2.	Show existing utilities (gas, water, sewer, electric, telecom, freight tunnels, etc.) or provide a separate utility plan (see Civil Plans and Details below)	
3.	Utility information shall be obtained through an OUC Information Retrieval (IR).	
4.	Show existing grades, streets, alleys and sidewalks, etc.	
5.	Are any property vacations required?	

**2.4 ARCHITECTURAL FLOOR PLANS, BUILDING SECTIONS, AND ELEVATIONS**

(if applicable)

1.	Show property lines, column lines, floor elevations and pit elevations	
2.	Elevator pistons located from column tiles.	
3.	Correlate building datum to CCD on sheets	

**2.5 STRUCTURAL FLOOR PLANS, FOUNDATION PLAN, CAISSON/PLAN PILE**

(if applicable)

1.	Same as Architectural plus	
2.	Show all adjacent buildings/structures on plans with sections	
3.	Show encroachments of any components beyond property line on plan with sections (caps, grade beams, caisson shafts and bells, piles, etc.)	
4.	Dimension of encroachments beyond property lines (caisson bells must include over dig.)	
5.	Encroachments may require City Council approval. Verify	
6.	Caisson and/or pile details with bearing elevation and bearing capacity	
7.	Spread footing and/or matt details with bearing elevation and bearing capacity	

**Appendix D  
Geotechnical Review Checklist**



**2.6 CIVIL PLAN AND DETAILS**

1.	Show location of new sidewalks, driveways, alleys, curb and gutters, street pavements/drop-off lanes	
2.	Pavement Details ( <b>Appendix A</b> )	
3.	New plumbing lines, structures and service connections	
4.	Dimension all sewer and water connections to nearest cross street right-of-way line	
5.	Show storm water retention structures with locations, depth and typical sections	
6.	Existing utility plan if not shown on Plat of Survey (see Item 2.3 for details)	

**2.7 PLUMBING DRAWINGS** (if applicable)

1.	Street names, property lines; all underground utility plans (underground, basement, first floor)	
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**2.8 LANDSCAPING DRAWINGS** (if applicable)

1.	Landscaping plans and details	
2.	Planting/species list	

**2.9 EARTH RETENTION SYSTEM/EXCAVATION DRAWINGS**

1.	Property lines and column lines	
2.	Earth retention components and Open Cut slopes with locations from property lines	
3.	Dimension of encroachments beyond property lines	
4.	Dimension all sewer and water connections to nearest cross street right-of-way line	
5.	Encroachments may require City Council approval. Verify	
6.	Adjacent structures, existing utilities and excavation limits	
7.	Typical section on all sides showing all conditions – Include existing grades, bottom of excavation, excavation slopes, top and lower tip elevations of earth retention, bottom of adjacent foundation (underpinning required?) and utilities	

**2.10 LOGISTIC PLANS: SIGNED BY CDOT DIVISION OF PERMITS**

1.	Property lines, streets, sidewalks and alleys (including utility poles)	
2.	Utility lines (including sewer, water, electric and gas)	
3.	Portion of street, alley and sidewalks to be closed	
4.	Fences, barricades and pedestrian canopies (existing and proposed) with location dimensions	
5.	Typical section along each side	

### **3.0 FOUNDATION DESIGN CALCULATIONS AND INSTALLATION PROCEDURES**

Upon completion of OUC EFP Submittal, the Permittee shall submit design calculations required by CDOT Geotechnical Reviewer. Hand calculations are required; computer output is not accepted. A general listing of typical calculations is provided below for reference; additional calculations may be required on an individual project/site specific basis. Additional requirements specific to soil testing and analysis as well as foundation load testing and design parameters may be found in the Chicago Building Code, Chapter 18 – Soils and Foundations.

- A. Foundation Design Calculations and Construction Procedures
  - A1. Foundation Bearing capacity – Hand calculations for all types of foundations used: Shallow (footing, mats, etc.); deep (caisson, piles); and/or combination
  - A2. Foundation Structural capacities of steel piles (12 ksi max. per Chicago Building Code)
  - A3. Settlement – Total and differential settlements
  - A4. Installation Procedures – Caissons, Drilled Shafts, Piles
  - A5. Load test procedures – Caissons, Drilled Shafts, Piles
  
- B. Underpinning of Existing Building
  - B1. Structural capacity of underpinning piles
  - B2. Underpinning pier (pile) static capacity
  - B3. Design of underpinning brackets
  - B4. Analysis to determine if adjacent existing footing/walls are capable of withstanding anticipated pressures/stress
  - B5. Underpinning installation procedure
- C. Adjacent Structure Analysis and Protection
  - C1. Existing footing/wall sub-grade bearing capacity/stability analysis for reduced factors of safety because of removal of soil surcharge above existing footings
  - C2. Global Stability Analysis

### **4.0 EARTH RETENTION CALCULATIONS AND INSTALLATION PROCEDURES**

#### **4-1. Common Items**

The following items are to be included with all earth retention (ERS) submittals. All ERS drawings and calculations to be sealed and signed by Structural Engineer licensed in the State of Illinois.

- A. Hand calculations are required; computer output is not accepted.
- B. Boring logs, field/lab test data and Final Site (Project) Specific Geotechnical Report.
- C. List all design assumptions used in the calculations, as they are introduced in sequence of computations.
- D. Provide copies of relevant pages of references used in the calculations. These include all graphs, charts, or tables used in the analysis or design.
- E. Provide copies of catalogue cuts, tables of material properties used in the structural calculations.

## Appendix D Geotechnical Review Checklist



- F. All submittals must begin with a sketch and/or listing of soil layering, soil parameters, and design water level assumed in the calculations. Specific borings which were used in establishing the design conditions should be identified by boring numbers as given on the logs.
- G. Calculations should show cross-sections giving design elevations for:
  - i. Top and toe of the wall
  - ii. Existing surrounding ground
  - iii. Bottom of the excavation
  - iv. Existing adjacent foundations within the zone of influence
  - v. Cut slopes and set-backs
  - vi. Water elevation
- H. All formulas must be listed, as they are being used in the various parts of the calculations.
- I. Include all calculation steps that are a normal part of an actual hand solution whether or not a computer-assisted analysis/design was used. Do not submit recopied computer output as hand calculation.
- J. Construction surcharge should be actual conditions planned by the contractor (crane loading included) or minimum traffic surcharge of 240 psf uniformly distributed vertical load.
- K. ERS drawings must include plan views and cross-sections which are consistent with the final design options, eliminating alternatives. Sufficient cross-sections must be provided to show top of grade, cutback slopes, adjacent buildings, sidewalks, alleys, and roadways, as well as utilities with the zone of influence (within 2.5 times the excavation depth from grade).
- L. A Groundwater Control Plan and dewatering calculations prepared by an Illinois registered PE must be submitted for review in all cases where well/wellpoints and/or dewatering are necessary to maintain a dry, stable excavation.
- M. ERS drawings must include Sequencing of work from pot-holing for foundations and pre-trenching for earth retention to backfilling of area to adjacent (proposed) street grade. Include step by step procedures regarding installation of bracing and removal of bracing per the staged excavation design calculations. All items in the construction procedure shall correspond to items checked in the ERS design.

### 4-2. Earth Retention System (ERS) Items – General

The ERS submitted must include calculations for the design of all vertical wall components and for all bracing components. For example, depending the system selected, this may include design for:

- Sheet piles, soldier piles and lagging, secant piles, slurry walls, etc.
- Walers, struts, rakers, kicker blocks, anchors, and temporary earth berms.
- Utility supports for existing infrastructure.
- Use of proprietary systems, such as trench boxes or slide rail shoring, requires that a structural engineer licensed in the state of Illinois confirm that the systems components are satisfactory for site-specific conditions. Manufacturers or suppliers cut sheets must be submitted, listing serial numbers of frames or boxes proposed for use on the project.

#### **4-3. Items Specific to Cantilever Wall Analysis/Design**

In addition to Common Items and ERS Items - General, the following must be included as part of the submitted.

- A. Provide a step-wise calculation of lateral pressure distribution. Calculate pressures at every change of state of the problem, e.g. stratum boundaries excavation depth, brace or anchor level, adjacent foundation load as it varies with depth.
- B. Plot lateral pressures on diagram to reasonable size for illustration. Split diagram into sensible triangular and rectangular units; identify units by letter or number for use in moment equations. Account for all components of load: soil, water, and surcharge.
- C. In cases where a theoretical negative or small positive active earth pressures are predicted through clay strata, a minimum active earth pressure of  $0.25\gamma_z$  should be substituted, where  $\gamma_z$  is the total overburden pressure at depth  $z$ .
- D. Provide moment calculations based on above pressure diagram, solving for wall embedment depth required for rotational equilibrium ( $SF=1.0$ ) about the toe. Show intermediate steps, reducing moment expression to its final form for solution. Find zero shear, maximum moment, to size sheeting.
- E. Provide additional embedment length to establish safety factor or margin of safety vs. rotational failure about the toe. Any of the generally recognized methods of determining design embedment depth may be used. However, a minimum safety factor of 1.5 vs. ultimate passive resistance is required in all cases.
- F. Provide analysis of structural wall deflection and ground deformation required to mobilize passive resistance. The support assumption for structural deflection should be consistent with figure 6.1 of the U.S. Army Corps of Engineers EM 1110-2504 "Design of Sheet Piles Walls". The transition/rotation of the soil/wall system can be estimated roughly from NAVFAC DM 7.2-6.2, based on soil type.
- G. A check of base stability or overall (global) stability should be made using generally accepted methods. The minimum allowable factor of safety is 1.5.

#### **4-4. Items Specific to Single Level Braced or Anchored Walls**

In addition to Common Items and ERS Items - General, the following must be included.

- A. The free-earth support method should be used as the basis of design. No moment reduction due to flexibility of the wall should be assumed.
- B. Provide calculations to show the wall embedment depth required for rotational equilibrium about the brace or anchor level (SF=1.0 condition). Provide additional embedment length required for safety factor as in cantilever case.
- C. Provide strut or anchor load calculations by taking moment about toe. Size sheeting as a beam with above system of forces applied.
- D. Bracing Calculations.

#### **4-5. Items Specific to Walls with Two or more Levels of Bracing**

In addition to Common Items and ERS Items - General, the following must be included.

- A. Provide analyses for cantilever and single brace stages, strut removal, and final depth of excavation stages.
- B. Use generally recognized apparent earth pressure envelopes for determining multi-tier strut loads, do not reduce strut or anchor loads to account for temporary conditions.
- C. Provide base stability analysis for full and partial depth of cut, as needed to final critical correlation. Minimum required safety factor is 1.5.
- D. An estimate of adjacent ground movement should be made (Clough's method or alternate) accounting for stiffness of proposed wall used safety factor vs. basal heave.
- E. When analyzing overall stability of the execution, do not include friction between the wall and retained soil as contributing to stability of the system.
- F. Provide design for all bracing component (walers, struts, rakers, etc.)

#### **4-6. Bracing**

In addition to Common Items and ERS Items and appropriate bracing analysis, the following must be included.

- A. Ground Anchor (tieback) design shall include un-bonded and bonded length calculation and related sketch; testing procedures (proof, performance and creep), production anchor procedure.
- B. Provide design of all bracing components (walers, struts, rakers, etc.). If friction along the wall/soil interface is considered, do not reduce load on the walers by more than 20% of the waler load per linear foot as an allowance for friction.
- C. Structural design: stiffeners, connections, support brackets. Check compact and non-compact sections.

## Appendix D Construction Checklist



## Appendix D Construction Checklist

**This checklist has been prepared to provide the field inspector a summary of easy-to-read step-by-step requirements relative to the proper inspection of construction and repairs in the public way for the Chicago Department of Transportation. For the purpose of this checklist, the Permittee, the contractor, foreman, superintendent, and/or subcontractor are interchangeable and ultimately responsible for the work being performed in the Public Way.**

### **General Conditions:**

Have you checked the most updated Chicago Department of Transportation Rules and Regulations for Construction in the Public Way and supplements? (REGS)

YES NO

Is the Site signage displayed? **REGS 4.1.15**

YES NO

Have you noticed the traffic control and flow upon arriving at the site?

YES NO

Have you identified the superintendent/foreman on the site?

YES NO

Have you checked the Permit, is it active and following the conditions?

YES NO

Is the Permit correct, does it have the name of the contractor displayed?

YES NO

Is it planned work? **REGS 4.1.3**

YES NO

Is it emergency work? **REGS 4.1.3**

YES NO

If it is emergency work, did the Contractor provide all required documentation, including a justification letter that documents the reason for the emergency, OEMC documentation, classification of the emergency, and an estimate of when the issue will be resolved? **REGS 4.1.3**

YES NO

Did you inform the contractor/Permittee that no work in the public way shall be started until an approved permit has been obtained?

YES NO

Did the Permittee notify DIGGER a minimum of 48 hours prior to any penetrations/excavation in the public way? **REGS 4.1.2**

YES NO

## Appendix D Construction Checklist



Has the Permittee taken proper documentation of the ex. conditions? **REGS 4.1.1**

YES NO

Please contact the PCO and/or Permits for upcoming planned activities, MOU's, short term conflicts. Agreements listed here:

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### **Work Zone Inspection:**

#### Excavation:

Is the Contractor providing clean full depth saw cuts for all pavements? **REGS 4.1.3**

YES NO

Is the excavation <5 feet in depth and are vertical faces maintained at least to the elevation to the top of the pipe?

YES NO

Is the trench length < 300 feet for laying pipe? **REGS 4.1.3**

YES NO

For trench depths greater than 5 feet, the Contractor shall provide trench protection according to the applicable standards for work place safety. Is the Contractor providing to the Engineer, in writing, his/her procedures for fulfilling the safety requirements for trench protection?

YES NO

Did you review the excavation, utility cut, pavement removal or openings with the contractor? **REGS 4.1.3 and 4.1.4**

YES NO

Is the contractor protecting the trees? **REGS 4.1.5**

YES NO

Is the contractor excavating in a Non-Irrigated Boulevard? If yes, are they following the limits agreed upon by the Contractor and CDOT/ENG? **REGS 4.1.6**

YES NO

Is the contractor performing pavement cores? **REGS 4.1.10**

YES NO

Does the core diameter exceed 18 inches? **REGS 4.1.10**

YES NO

Is the contractor using erosion control measures and keeping the site clean? **REGS 4.1.12**

YES NO

Is the contractor removing or using spoils in the parkway and is it free of aggregates for top 6"? **REGS 4.1.13**

YES NO

## Appendix D Construction Checklist



Is the contractor removing and disposing of the railroad ballast, ties and/or rail? **REGS 4.1.14** YES NO

Is the contractor micro-trenching, do they have written approval from the Commissioner? **REGS 4.1.16** YES NO

Restoration:

Are the trenches and the utilities at the correct depth? **REGS 4.2.1** YES NO

Are you checking that the contractor is maintaining proper backfilling procedures? **REGS 4.2.1** YES NO

Are the contractor's using an approved aggregate producer, approved quality and gradation? YES NO

Is the contractor backfilling a maximum of 12 inch layers/lifts prior to compaction? **REGS 4.2.1** YES NO

Are they obtaining 95% compaction? **REGS 4.2.1** YES NO

Is the contractor using flowable fill and according to IDOT SSRBC Sections 953 and 1019? **REGS 4.2.1** YES NO

Identify the Street Classification the work is being performed on? **REGS 4.2.2a** \_\_\_\_\_

Per the Street Classification, is the contracting following the minimum thickness requirements? If not, did they request a variance? **REGS 4.2.2b** YES NO

Per the Street Classification - Aggregate, is the contracting following the approved Aggregate Producer (BMPR List); Approved quality and gradation (ticket) per current BMPR policy memorandum; and Verifying quality and gradation (INV), if appropriate? **REGS 4.2.2b** and the following: <http://www.dot.state.il.us/materials/mspecs/matdraftspecs.html> YES NO

Per the Street Classification - HMA, is the contracting following the approved plant and lab(BMPR List); Approved/verified mix design; approved materials (aggregate above), Asphalt Binder (BMPR list) Additives (BMPR list); and Compliance with mixtures and compaction specifications (QC/QA specifications or Sampling Schedule 4, as applicable) **REGS 4.2.2b** and the following: <http://www.dot.state.il.us/materials/mspecs/matdraftspecs.html> YES NO

## Appendix D Construction Checklist



Has the plant where the HMA is produced been approved? <b>IDOT Article 1102.01</b>	YES	NO
Is the HMA temperature between 250 °F to 350 °F? <b>IDOT Article 1030.08</b>	YES	NO
Is each HMA lift compacted according to the proper density? <b>IDOT Article 312.04</b>	YES	NO
Is the paver following the correct operating speed? <b>IDOT Article 406.06</b>	YES	NO
Per the Street Classification - PCC, is the contracting following the approved plant and lab (BMPR and District); Approved/verified mixture design; Approved materials – Aggregates (above), Cement and Finely Divided Materials (BMPR lists), Admixtures (BMPR list); and Compliance with QC/QA or non-QC/QA specifications and Sampling Schedule 3, as applicable. <b>REGS 4.2.2b</b> and the following: <a href="http://www.dot.state.il.us/materials/mspecs/matdraftspecs.html">http://www.dot.state.il.us/materials/mspecs/matdraftspecs.html</a>	YES	NO
Has the plant where the concrete is produced been approved? <b>IDOT Article 1103.02</b>	YES	NO
Is the air temperature > 40 °F when placing the concrete mix? <b>IDOT Article 312.09</b>	YES	NO
Is the concrete mix within 80% to 110% of the optimum moisture? <b>IDOT Article 312.11</b>	YES	NO
Is the contractor using tie bars and the correct bars? <b>Appendix A and B</b>	YES	NO
Are the tie bars epoxy coated? <b>Appendix A and B</b>	YES	NO
Are the tie bars drilled and grouted properly? <b>Appendix A and B</b>	YES	NO
Are the joints being performed properly and approved by DOIM and CDOT ENG? <b>Highway Standard, Appendix A and IDOT Section 420</b>	YES	NO
Is a protective surface treatment being applied when pavement is constructed after October 15, and will be opened to traffic prior to the following April 15; or when directed by DOIM <b>IDOT Article 420.18</b>	YES	NO
Is the contractor creating multiple openings within 150 feet of each other? <b>REGS 4.2.2b – Refer to Appendix A for Exhibit</b>	YES	NO

## Appendix D Construction Checklist



Is a special restoration agreement required due to the work being Emergency, opening in a moratorium street, special features, or Commissioner deems additional restoration is required? <b>REGS 4.2.2b</b>	YES	NO
Is the contractor removing the pavement removal and milling operations correctly? <b>REGS 4.2.2b</b>	YES	NO
Are all of the lids in the pavement labeled within the asphalt restoration? <b>REGS 4.2.2d</b>	YES	NO
Did the contractor crack seal the perimeter of the pavement opening? <b>REGS 4.2.2e</b>	YES	NO
Is the plating ramped, secured and used properly? <b>REGS 4.2.2f</b>	YES	NO
Has the plate been marked with the name of the contractor and the date it was placed? Has the plate been there more than 7 days? <b>REGS 4.2.2f</b>	YES	NO
Have the pavement opening been restored within 7 days of pavement removal base to grade? <b>REGS 4.2.2h</b>	YES	NO
Have the milling, asphalt placement to finished grade (temporary roadway plate removed), and striping been completed in such manner that the roadway is open to traffic within 14 days after base to grade? <b>REGS 4.2.2h</b>	YES	NO
Winter Condition: Has the binder and surface course been completed by May 31 <sup>st</sup> or earlier, as determined by CDOT DOIM? The final markings must be in place within 48 hours of the final surface restoration? <b>REGS 4.2.2h</b>	YES	NO
Did the contractor restore the alley properly? <b>REGS 4.2.3, Appendix A &amp; B</b>	YES	NO
Is it a green alley? Did the contractor obtain a Streetscape restoration agreement? <b>REGS 4.2.3, Appendix E</b>	YES	NO
Did the contractor restore the driveway properly? <b>REGS 4.2.4, Appendix A, Appendix B, and Chicago Complete Street Design Guidelines Section 3.4.4</b>	YES	NO
Did the contractor restore the sidewalk and ADA ramps properly? <b>REGS 4.2.5, Appendix A &amp; B.</b>	YES	NO
Is the parkway restored? Did the contractor avoid impacting planters, tree pits, grates, and/or trees? <b>REGS 4.2.6, Appendix B.</b>	YES	NO

## Appendix D Construction Checklist



Is there a bike share station and did the contractor contact the Commissioner's office for relocation? **REGS 4.2.7** YES NO

Per the Street Classification – Striping, if any portion of the crosswalk marking system across a given leg of an intersection is disturbed, it must be restored in its entirety, curb-to-curb across the given leg of the intersection with the correct markings per the correct street classification. **REGS 4.2.9** YES NO

Have all pavement markings been restored a minimum of 30 feet beyond the asphalt restoration limits with the correct markings per the correct street classification? **REGS 4.2.9** YES NO

Did the Permittee replace in-kind all bike lanes, special pavement marking treatments, lane line markings, and delineators removed during construction within 7 working days? Please contact a CDOT Bike Share representative for any specific questions related to the limits and installation of such facilities. **REGS 4.2.9** YES NO

### **Traffic Control and Protection:**

Have you noticed the traffic control and flow upon arriving at the site? **REGS 4.4** YES NO

Is the detour easy to follow? **REGS 4.4** YES NO

Did the contractor provide temporary sidewalk and ADA ramps? **REGS 4.4.1a** YES NO

Are the geometrics, speed limit and lane width appropriate? **REGS 4.4.2** YES NO

Is there proper advance warning, and are signs spaced correctly? **REGS 4.4.3a** YES NO

Are the transition tapers appropriate for the site conditions? **REGS 4.4.3B** YES NO

Are the correct channelizing devices being used? **REGS 4.4.4c** YES NO

Are the channelizing devices spaced correctly? **REGS 4.4.4c** YES NO

Are the reflectors working properly? **REGS 4.4.4b** YES NO

Is the signage used appropriate and reflective? **REGS 4.4.4b** YES NO

## Appendix D Construction Checklist



Are Temporary Traffic Barriers being used and are the ends being protected properly? <b>REGS 4.4.4c</b>	YES	NO
Are the work zone pavement markings made of tape, is it reflective and used less than 14 days? <b>REGS 4.4.4d</b>	YES	NO
Are flaggers being used and following IDOT SSRBC Article 701.13? (I.D., Vests, and following general conditions) <b>REGS 4.4.4f</b>	YES	NO
Are the flaggers providing positive guidance around the work area? <b>REGS 4.4.4f</b>	YES	NO
Is the contractor removing the traffic control devices immediately when they are no longer needed? <b>REGS 4.4.4</b>	YES	NO
Has the contractor provided personnel at all openings for the safe operation of the equipment and protection of workmen? <b>REGS 4.4.4</b>	YES	NO
Is the drop-off adhering to figures 4.3.3A and 4.3.3B? <b>REGS 4.4.4h</b>	YES	NO

**Inspection and Compliance:**

Is the contractor maintaining the elevation of the manholes, catch basins, handholes and inlets to be flush with the existing surface grade?	YES	NO
Have you noted the location of any disturbed ADA ramps within the working area? Is the contractor replacing the non-compliant ADA ramps per the CDOT <u>Rules and Regulations for Construction in the Public Way</u> ?	YES	NO
Has the contractor at his/her own expense in a manner approved by CDOT/OEMC rebuilt, restored, or repaired any portion of the public way that was disturbed by the Permittee?	YES	NO
Has the Permittee constructed or installed its facilities in a way that will burden the present or future users of the Public Way?	YES	NO
Has the contractor constructed its work per plan?	YES	NO

Please list the corrective actions required (CDOT issues to be resolved by the contractor in the time established by CDOT) for the site:

---



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**Appendix D**  
**Permit Application Checklist: OUC Approved**



**Appendix D**  
**Permit Application Checklist: OUC Approved**

This checklist has been prepared in order to provide the permit applicant a summary of easy-to-read step-by-step requirements in order to secure a right-of-way permit for a street opening from the Chicago Department of Transportation. The completed checklist is required as part of the permit submittal for all projects submitted to the OUC process.

**As stated in Chapter 3, if the permit remains inactive for a period longer than 14 calendar days the permit may be revoked and applicant will be required to reapply for a permit.**

**Street Opening Permit Application**

Have you checked the most updated Chicago Department of Transportation <u>Rules and Regulations for Construction in the Public Way</u> and supplements?	YES	NO
Has CDOT-OUC provided approval with a Permit Issuance Authorization Letter?	YES	NO
Are the OUC, Contract, Project, and Building (if applicable) numbers listed on the permit application?	YES	NO
Is the City of Chicago Resident Engineer (RE) noted on the application, including contact information?	YES	NO
Have all subcontractors been listed on the permit application?	YES	NO
Are all subcontractors licensed and insured to perform work in the City of Chicago?	YES	NO
Are proposed work hours listed?	YES	NO

## Appendix D Permit Application Checklist: OUC Approved



### **Permit Submittal Package**

Has Aldermanic approval been received if the project is located on a moratorium street? YES NO

Is a full set of 11 x 17 OUC-approved plans included with the permit submittal? YES NO

Have the plans been signed and stamped by an Illinois PE? YES NO

If one or both directions of travel are to be closed as part of this project, has a Street Closure been requested (Full or Partial)? YES NO

Have the other municipal entities and/or agencies provided their approval and permits where necessary (CTA, Forestry, Harbor, Bridges, Metra, etc.)? YES NO

Is the project mapped on the CDOT dotMaps? YES NO

Is a Construction Schedule included with the permit submittal? YES NO

Do the dates match the dates on the CDOT dotMaps? YES NO

Has the PCO Conflict Number been provided if the project is included in a PCO Conflict? (Year-Conflict #) YES NO

Was an MOU created in order to resolve and/or close the PCO Conflict? If so, please attach a copy of the MOU to the permit application. YES NO

### **Work Zone Details and Detour Plan**

Is directional boring proposed as part of the project? YES NO

If so, has OUC approved this method of construction? YES NO

Is a variance to the CDOT Rules and Regulations for Construction in the Public Way manual requested? YES NO

**Appendix D**  
**Permit Application Checklist: OUC Approved**



Has the variance been approved by CDOT DOIM?	YES	NO
Are detour and traffic control plans included in the 11 x 17 set of construction plans?	YES	NO
Is the project located on an arterial street?	YES	NO
Is the project located on a State/IDOT Route?	YES	NO
Has IDOT reviewed and approved the installation plans and issued the appropriate permits? If so, please provide IDOT permit details on the permit application.	YES	NO
Is the project located on a County Route?	YES	NO
Has Cook County reviewed and approved the installation plans and issued the appropriate permits? If so, please provide County permit details on the permit application.	YES	NO
Is there a bus route within the work address location (CTA and/or Pace)?	YES	NO
Has CTA and/or Pace been notified of any street closures?	YES	NO
Is there a bus stop within the work zone? If so, please include details on location and steps to resolve accessibility on the permit application.	YES	NO
Is the proposed work location over a vaulted sidewalk or on a bridge deck? If so, please include details on the permit application.	YES	NO
Is the proposed work being performed relocation of existing facilities for another public or private utility? If so, please include details on the permit application.	YES	NO
Who is performing final restoration and does the restoration plan differ from the MOU? Please note if the existing roadway is concrete and/or a bus pad, where restoration is required from joint to joint. Please include restoration details on the permit application.	YES	NO

**Appendix D**  
**Permit Application Checklist: OUC Approved**



Has a Perimeter Paving Agreement (PPA) been created for this project?  
Please attach the PPA to the permit application. YES NO

On the permit application, please provide details of any city infrastructure, street furniture, special pavement conditions and/or markings; including but not limited to; speed & red light cameras, bus shelters, parking meter pay boxes, Divvy bike share stations, bike lane striping, bike line delineators, sustainable pavement materials, etc.

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If one or both directions of travel are to be closed as part of this project, did the applicant request the Street Closure (Full or Partial)? YES NO

Does the permit and project details need to be distributed Citywide, including the ward office, through PW Permits? YES NO

Are there conflicting permits or projects within the proposed work limits? YES NO

Are there short-term conflicts with the proposed project as listed in the permitting system or the Citywide Calendar of Events? YES NO

If applicable, did the applicant attach a copy of the Perimeter Paving Agreement? YES NO

Are there Moratoriums within the proposed work limits? YES NO

Was a Degradation Fee assessed to the permit applicant? YES NO

**Appendix D**  
**Permit Application Checklist: Non-OUC Submittal**



**Appendix D**  
**Permit Application Checklist: Non-OUC Submittal**

This checklist has been prepared in order to provide the permit applicant a summary of easy-to-read step-by-step requirements in order to secure a right-of-way permit for a street opening from the Chicago Department of Transportation.

**As stated in Chapter 3, if the permit remains inactive for a period longer than 14 calendar days the permit may be revoked and applicant will be required to reapply for a permit.**

**Street Opening Permit Application**

Have you checked the most updated Chicago Department of Transportation Rules and Regulations for Construction in the Public Way and supplements? YES NO

Is the Building Permit number, if applicable, listed on the permit application? YES NO

Have all subcontractors been listed on the permit application? YES NO

Are all subcontractors licensed and insured to perform work in the City of Chicago? YES NO

Are proposed work hours listed? YES NO

Is the Work Zone Sketch completely filled out and labeled? YES NO

**Permit Submittal Package**

Has Aldermanic approval been received if the project is located on a moratorium street? YES NO

If one or both directions of travel are to be closed as part of this project, has a Street Closure been requested (Full or Partial)? YES NO

**Appendix D**  
**Permit Application Checklist: Non-OUC Submittal**



Is a detour and traffic control plan included with the application?	YES	NO
Have the other municipal entities and/or agencies provided their approval and permits where necessary (CTA, Forestry, Harbor, Bridges, Metra, etc.)?	YES	NO
Is a Construction Schedule included with the permit submittal?	YES	NO
Is a variance to the CDOT <u>Rules and Regulations for Construction in the Public Way</u> manual requested?	YES	NO
Has the variance been approved by CDOT DOIM?	YES	NO
Is the work location located on an arterial street?	YES	NO
Is there a bus route located within the work address location (CTA and/or Pace)?	YES	NO
Has CTA and/or Pace been notified of any street closures?	YES	NO
Is there a bus stop within the work zone? If so, please include details on location and steps to resolve accessibility on the permit application.	YES	NO
Is the proposed work location over a vaulted sidewalk or on a bridge deck? If so, please include details on the permit application.	YES	NO
Who is performing final restoration? If the existing roadway is concrete and/or a bus pad, please note where restoration is required from joint to joint. Please include restoration details on the permit application.		
Has Perimeter Paving Agreement (PPA) been created for this project? Please attach the PPA to the permit application.	YES	NO
On the permit application, please provide details of any city infrastructure, street furniture, special pavement conditions and/or markings; including but not limited to; speed & red light cameras, bus shelters, parking meter pay boxes, Divvy bike share stations, bike lane striping, bike line delineators, sustainable pavement materials, etc.		

**Appendix D**  
**Permit Application Checklist: Non-OUC Submittal**



**Chicago Department of Transportation \* Office Use Only \***

- |   |     |    |
|---|-----|----|
| If one or both directions of travel are to be closed as part of this project, did the applicant request the Street Closure (Full or Partial)? | YES | NO |
| Does the permit and project details need to be distributed Citywide, including the ward office, through PW Permits?                           | YES | NO |
| Are there conflicting permits or projects within the proposed work limits?  | YES | NO |
| Are there short-term conflicts with the proposed project as listed in the permitting system or the Citywide Calendar of Events?               | YES | NO |
| If applicable, did the applicant attach a copy of the Perimeter Paving Agreement?   | YES | NO |
| Are there Moratoriums within the proposed work limits?  | YES | NO |
| Was a Degradation Fee assessed to the permit applicant?   | YES | NO |

# **APPENDIX E**

## **RESTORATION AGREEMENTS**

### **&**

## **DEGRADATION FEE SCHEDULE**

### **Restoration Agreements**

- Roadway Restoration Agreement for Telecom/Utility-Trenches: Development and Maintenance Cuts
- Streetscape Restoration Agreement
- PCO Memorandum of Understanding

### **Degradation Fee Calculation**

# Appendix E



City of Chicago  
 Department of Transportation  
 Division of Infrastructure Management  
 Construction Compliance Inspections

**Roadway Restoration Agreement For Telecom/Utility-Trenches. Development and Maintenance Cuts.**

The undersigned ....., the authorized representative of....., has agreed to the terms and conditions of restoring the surface-course/concrete pavement of the following streets or streets-segments listed below as dictated by an authorized City representative appointed by the Deputy Commissioner of the Division of Infrastructure Management. The pavement markings, if affected, should be replaced with thermoplastic striping.

Authorized Company Representative:

Authorized City Representative:

Signature:.....

Signature:.....

Date:.....

Date:.....

Street Name	Street Segment	Trench Location (Street Cut Size)	Restoration Requirement	Milled Date	Paved Date

## APPENDIX E

### Streetscape Restoration Agreement

1. This restoration agreement is an application to do work in an area, which is under moratorium status with the City of Chicago. The City reserves the right to restrict work within the moratorium area unless the work is emergent. The onus is on the applicant to provide sufficient information about what and who (Contractor and subcontractors) will be involved with restoring the public way.
2. The *Instructions for Submission* are detailed on the bottom of the last page of the restoration agreement. Any questions or concerns may be emailed to those contacts. The intent is to save time and travel for the applicant. The negotiation may occur without having to visit 30 N. LaSalle, Suite 500 in person.

Whenever possible, the form is to be filled out, signed, scanned and emailed, per the Instructions for Submission. Photos may either be embedded in the document or emailed separately. The document may be faxed; however, the photo resolution may be too low for use – consider mailing or hand delivering final application, if necessary.

3. Photo quality must be clear and color. The intent of the pictures is to capture existing conditions and the typical features of the subject site, as well as improved site once it is restored. Screen captures of Google Streetview are not acceptable; however, the vantage point of the public way is a good example. Provide photo documentation that may be filed for future use should questions arise about the site before and after it was affected by the construction within the moratorium area.

Photos of existing conditions must be taken within one month of application and must reflect the most current conditions prior to construction; photos of improvements must be submitted within two weeks following completion of work. This timeframe is a condition of this restoration agreement.

4. The *Work Location and Description (Scope of Work)* section on the first page may be brief, but must describe the nature of construction that will disturb the moratorium area.
5. The *Restoration scope and list of subcontractors* section provides a typical list of scope items that may be included in a restoration project. The Contractor must assess the site conditions and amenities within the public way prior to this application in order to:
  - o Account for all of the elements within the typical section to be disturbed,
  - o Obtain the necessary information to accurately restore,
  - o Hire the appropriate subcontractors as necessary, and
  - o Coordinate a work plan that may be executed expeditiously.

This section must detail this information in order to prove that the Contractor acknowledges the elements of the restoration and the methods by which construction must occur to restore the moratorium area. Use additional sheets and provide plans as necessary.

Submission of an anticipated work schedule and completion date is required prior to approval of this restoration agreement.

6. In the event that information is deemed incomplete or unsatisfactory, this agreement will be rejected and the moratorium will be enforced.
7. City may require aldermanic support letter and participation in community coordination prior to approval. See requirements at top of application.

DATE: \_\_\_\_\_



**Streetscape Restoration Agreement**

- Restoration Agreement Status?  Approved  
 Rejected  
 On Hold Pending:  
 Detailed Drawings  
 Review Meeting  
 Special Requirements (Subs, Materials, etc.)  
 Aldermanic support letter (If yes, please attach)

\_\_\_\_\_  
CDOT Approval Signature and Date

I understand that I am working in a Streetscape **Moratorium** area. Per the information below, I fully understand the existing site conditions and the scope of work required to reconstruct the disturbed area to a condition as it was found or better.

Client Information

Permit Originator or Utility Co.: \_\_\_\_\_

Point of Contact: \_\_\_\_\_

(Client name, phone #)

Email Address: \_\_\_\_\_

Prime Contractor Info

Contractor: \_\_\_\_\_

Address: \_\_\_\_\_

Contact: \_\_\_\_\_

Phone #: \_\_\_\_\_ Fax#: \_\_\_\_\_

Email Address: \_\_\_\_\_

Work Location and Description

Location of work: \_\_\_\_\_

Ward \_\_\_\_\_ Est. Date of Completion \_\_\_\_/\_\_\_\_/\_\_\_\_

Proposed Scope \_\_\_\_\_

(Use additional sheets as necessary)

Restoration scope and list of subcontractors (Check all that apply and provide subcontractor name and contact information):

- Street resurfacing/restoration required (Subcontractor: \_\_\_\_\_)  
Restoration agreement in place?  Yes  No
- Textured asphalt Streetprint or Brickprint crosswalks. Subcontractor: \_\_\_\_\_)
- Restoration of site between back of curb and building right-of-way?  Yes  No
- Sidewalk and ADA ramps (Subcontractor: \_\_\_\_\_)
- Decorative sidewalk/ parkway pavers (Circle one: Unit, Permeable)  
(Subcontractor: \_\_\_\_\_)
- Decorative planters with curb and fencing and any irrigation systems to these planters.  
(Subcontractor: \_\_\_\_\_)
- Decorative sidewalk medallions. (Subcontractor: \_\_\_\_\_)
- Trees within 20' of the work zone must be protected. (Subcontractor: \_\_\_\_\_)  
Note: Any damages to trees is subject to a fine as per city ordinance any and all damages to trees is subject to a fine as per city ordinance any and all disturbed landscaping must be REPLACED in kind and warranted for 1 year.
- Other (Street furniture; colored/stamped concrete, etc.): \_\_\_\_\_

\_\_\_\_\_  
(Use additional sheets as necessary)

**Projected completion date of all restoration work associated with this permit:** \_\_\_\_\_

Applicant Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Prime Contractor Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Permit #: \_\_\_\_\_

Instructions for Submission

Please email completed and signed form with embedded photo(s) to the attention of:

[Jerry.Kalwasinski@ex.cityofchicago.org](mailto:Jerry.Kalwasinski@ex.cityofchicago.org)

[Janet.Attarian@ex.cityofchicago.org](mailto:Janet.Attarian@ex.cityofchicago.org)

Upon receipt and review of completed and signed form, the Streetscape program will reply by email to any questions or concerns. Otherwise, the form will be signed by Streetscape and forwarded to CDOT Permitting Department to release the permit.

You may otherwise deliver a hardcopy of the completed and signed form to the attention of:

Janet Attarian  
Project Director  
Division of Project Development, Streetscape and Sustainable Design  
Department of Transportation  
30 North La Salle Street Suite 500  
Chicago, Illinois 60602

Or fax to the attention of Janet Attarian Project Director 312-744-3958



Site Photos (add sheets as necessary to capture limits of project)

Existing Conditions Site Photo(s) below:



Post Conditions Site Photo(s) below (Submit amended sheets no later than 2 weeks after work completion):

Note: This photo will be shared with City inspections as a reference and for their file as well. Submission of this photo will complete this report for the file.





City of Chicago  
 Department of Transportation  
 Division of Infrastructure Management

**Memorandum of Understanding (MOU) for Infrastructure Restoration**

**CONFLICT #**

**AGENCY #1:** \_\_\_\_\_

**AGENCY #2:** \_\_\_\_\_

The undersigned Mr / Ms \_\_\_\_\_, the authorized representative of \_\_\_\_\_, has agreed to the terms and conditions of quantity adjustment to the undersigned Mr / Ms \_\_\_\_\_, the authorized representative of \_\_\_\_\_, to restore the pavement for the following streets, streets-segments or intersections listed below as determined by an authorized City representative appointed by the Deputy Commissioner of the Division of Infrastructure Management. **(NOTE: Agency #2 will be required to perform final restoration under this agreement.)**

Agency Name – Agency Project #	Primary Street Name	Street Segment / Description	HMA or PCC Pavement Surface	Pavement Surface Drawing Quantity  -Per Regs.-  (SY)	PCC Sidewalk Drawing Quantity  -Per Regs.-  (SF)	ADA Ramps Drawing Quantity  -Per Regs.-  (EACH)	Actual Surface Area  -Field-  (SY)	Actual PCC Sidewalk  -Field-  (SF)	Actual ADA Ramps  -Field-  (EACH)

Authorized Company Representative (Agency#1):

Signature \_\_\_\_\_ Date \_\_\_\_\_

Authorized City Representative:

Signature \_\_\_\_\_ Date \_\_\_\_\_

Authorized Company Representative (Agency#2):

Signature \_\_\_\_\_ Date \_\_\_\_\_

**Appendix E**  
**Degradation Fee Schedule**



**Degradation Fee Schedule**

For projects involving cuts or trenches in a public street when the pavement surface is less than five (5) years old (Moratorium street), the degradation fee shall be assessed in addition to the required permit fee. The degradation fee is calculated according to the formula as follows:

$$F = P \times (OL/200) \times BR$$

Where:

F = Degradation fee

P = Multiplier based on age of street (see below).

BR = Base rate (set by City Council or Rules & Regs) of \$1000

OL = Overall Length (set to 200 for all cuts)

<b>Age of Street (Yrs)</b>	<b>0-2</b>	<b>Greater than 2 to 5</b>
P	5	2.5

**Cuts**

Example: A utility excavates a 6' x 6' opening in a street that was paved 2.25 years ago.

$$F = P \times (200/200) \times BR$$

$$F = 2.5 \times (1) \times \$1000 = \$2,500$$

$$F = \$2,500 \text{ (Degradation fee)}$$

**Trenches**

A prorated degradation fee will be assessed for trenches based on a minimum of 200 LF increments.

Example: A utility company excavates a 250' trench in a street that was paved 4½ years ago.

$$F = P \times (OL/200) \times BR$$

$$F = 2.5 \times (250/200) \times \$1000$$

$$F = 2.5 \times (1.25) \times \$1000 = \$3125$$

$$F = \$3125 \text{ (Degradation fee)}$$

\* Residential homeowners are exempt on repairs to existing sewer and water services in the right-of-way.

# APPENDIX F

## LEGAL AND INSURANCE REQUIREMENTS

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# Appendix F

## Legal & Insurance Requirements



### **F.1. Specific Requirements for Telecoms**

#### **License Requirements Pursuant to Chapter 10-20 and 10-30**

The following shall describe the type of approval required prior to making any opening in, or constructing or repairing any pavement in, the Public Way pursuant to Chapter 10-20 and 10-30 of the Code.

In general, the requirements set forth in Section F1 of these regulations do not apply to Telecommunications Providers subject to the requirements of Section F.1.2 of these regulations. However, no telecommunication facilities may be installed in the Public Way, by or on behalf of, a Telecommunications Provider unless a Telecommunications Provider Permit has been issued under Section F.1.2 of these Regulations or deemed issued as provided in Code Section 10-30-030(b). In addition, each Contractor which installs facilities in the Public Way on behalf of a Telecommunications Provider (but is not itself the Telecommunications Provider whose facilities are being installed) must obtain its own Public Way work license pursuant to this Section F.1. See Chapter 3 of these regulations.

#### **F.1.1 License Requirements Pursuant to Chapter 10-20**

The provisions set forth in Section F.1 of these regulations are applicable solely to Persons making openings in or constructing or repairing any pavement in the Public Way who are not subject to Section F.1.2.1 of these regulations.

##### **F.1.1.1 Public Way Work Licenses**

It shall be the responsibility of any Person (who is not a Telecommunications Provider subject to Chapter 10-30) to obtain a Public Way work license from CDOT prior to making an opening in, or constructing or repairing any pavement in, the Public Way. Applications for such a license and for any renewals must be submitted in the office of CDOT, City Hall, Room 905. (See Appendix C) for a sample license application and renewal form.

A Public Way work license may be applied for at any time during the calendar year, and the license will be valid, unless otherwise invalidated, suspended or revoked, until midnight of December 31st of the calendar year in which the license is issued.

A license fee will be charged for issuing licenses according to Section 10-20-100 of Chapter 10-20 of the Code.

A copy of Chapter 10-20 of the Code can be obtained from CDOT, 121 N. LaSalle Street, City Hall, Room 905.

# Appendix F

## Legal & Insurance Requirements



### F.1.1.2 Insurance Requirements

Each applicant for a Public Way work license shall obtain a Commercial General Liability (CGL) insurance policy or policies which shall satisfy the requirements of the subparagraphs below. All CGL insurance policies, whether primary, excess or umbrella shall:

- (a) be issued by a company or companies authorized to do business in Illinois and has an A.M. Best rating of at least A-VII or a Standard and Poor's rating of at least AA.
- (b) provide coverage to protect the City of Chicago and the applicant from claims of property damage and/or bodily injury, including death, which may arise from any operations performed by or on behalf of the applicant for which CDOT has approved and issued a permit.
- (c) provide coverage at least as broad as that provided by the most recent edition of ISO Form CG 0001.
- (d) provide coverage for completed operations.
- (e) the CGL policy shall provide coverage of at least \$1,000,000 combined single limit per occurrence.
- (f) provide that the City and its officials and employees are Additional Insureds on the CGL policy with coverage at least as broad as set forth in ISO form CG 2026 (11/85 ed.).
- (g) provide that the limit of coverage applicable to the Named Insured on the CGL policy or policies is equally applicable to the City as an Additional Insured.
- (h) where an applicant will use a motor vehicle (any type), in the conduct of business or will require a permit for the parking of said vehicle or vehicles on the Public Way, applicant will also be required to furnish a certificate of automobile insurance showing the City of Chicago as additional insured with of at least \$1,000,000 per occurrence.
- (i) the policy or policies shall not be cancelled or terminated, or modified or changed in any way that affects the City by the issuing company unless (30) days prior written notice is sent to the Named Insured and CDOT, except that notice of termination for non-payment may be made on only ten (10) days written notice. If any Person holding a work license allows its insurance to be cancelled or to expire or otherwise lapse for more than 30 days during a calendar year, the license is rendered automatically void and the Person must reapply for a new license and pay a new license fee in order to be considered to have a valid license.

## Appendix F

### Legal & Insurance Requirements



(j) each applicant shall submit with CDOT proof that the applicant has insurance in place that provides the coverage set forth in this Section with respect to the period of license period by submitting an insurance certificate that shall set forth the coverage provided, the coverage period, state that completed operations coverage is included, and that the City is an Additional Insured, and shall be accompanied by a sworn statement (“Broker Certificate”) from the insurer or licensed insurance broker certifying that the insurance certificate is accurate in all material respects, that the described insurance is in effect, and that the CGL policy meets the requirements of this Section. **In lieu of submitting the Broker Certification, an applicant may submit the declaration page of the policy and all relevant endorsements to the City.** Any Person who has received a work license shall provide a copy of the required policy or policies within thirty days of a request by CDOT or the City of Chicago Department of Law.

(k) any Permittee shall notify in writing the CGL insurance carrier, and where applicable, any other insurance carrier, of any loss, damage, injury or accident, and any claim arising from any operations performed by or on behalf of the Permittee for which CDOT has issued a permit, immediately, or not later than twenty (20) days after such event. The Permittee’s notice to the carrier or carriers must expressly specify that “this notice is being given on behalf of the City of Chicago as Additional Insured as well as the Named Insured.” The Permittee’s notice to the carrier or carriers shall contain the following information: the name of the Permittee, the Permit number, the date of the occurrence, the location of the occurrence, and the identity of the person or thing damaged, injured or lost.

(l) failure of CDOT or the City of Chicago to enforce any of the foregoing requirements shall not constitute a waiver of such requirement or any other requirements.

#### **F.1.1.3 Letter of Credit Requirements**

Each applicant for a Public Way work license and for any renewals shall be required to furnish to the City proof of a valid Letter of Credit as discussed below:

1. Furnish an original irrevocable, unconditional, standby Letter of Credit naming the City of Chicago as beneficiary. The Letter of Credit shall be a clean Letter of Credit, requiring only sight drafts for proper presentment, shall permit partial and multiple draws, and shall be in the form shown in **Appendix C**.
2. The expiration date of the Letter of Credit shall be at least three years from the last day of the license period for which application is made. For example, if a Public Way work license (or renewal of same) is applied for in January of 2012, the Letter of Credit submitted with the application shall not expire before midnight on December 31 of 2015. If a Public Way work license (or renewal of same) is applied for in June of 2012, the Letter of Credit submitted with the application shall not expire before midnight on December 31 of 2015. An applicant for renewal of a Public Way work license may arrange for an extension of the expiration date of an existing Letter of Credit, as an

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alternative to obtaining a new Letter of Credit.

3. The dollar amount of the Letter of Credit shall determine the amount of work that may be performed pursuant to the license during a given license period. The following four Letter of Credit levels shall apply:

- a. \$10,000.00 Letter of Credit—By submitting a \$10,000.00 Letter of Credit to CDOT, the holder of the Public Way work license may disturb an unlimited amount of unpaved Public Way, and may disturb up to 75 square yards of street and/or alley pavement or up to 1200 square feet of Sidewalk pavement, or any combination of the three pavements, calculated at the following rate, up to a maximum of \$10,000.00:

Street and/or alley pavement at \$85.00 per square yard.

Sidewalk pavement at \$6.00 per square foot.

- b. \$50,000.00 Letter of Credit—By submitting a \$50,000.00 Letter of Credit to CDOT, the holder of the Public Way work license may disturb an unlimited amount of unpaved Public Way, and may disturb up to 375 square yards of street and/or alley pavement or up to 6000 square feet of Sidewalk pavement, or any combination of the three pavements, calculated at the following rate, up to a maximum of \$50,000.00:

Street and/or alley pavement at \$85.00 per square yard.

Sidewalk pavement at \$6.00 per square foot.

- c. \$100,000.00 Letter of Credit—By submitting a \$100,000.00 Letter of Credit to CDOT, the holder of the Public Way work license may disturb an unlimited amount of unpaved Public Way, and may disturb up to 750 square yards of street and/or alley pavement or up to 12,500 square feet of sidewalk pavement, or any combination of the three pavements, calculated at the following rate up to a maximum of \$100,000.00.

Street and/or alley pavement at \$85.00 per square yard.

Sidewalk pavement at \$6.00 per square foot.

- d. \$200,000.00 Letter of Credit—By submitting a \$200,000.00 Letter of Credit to CDOT, the holder of the Public Way work license may disturb an unlimited amount of unpaved Public Way, street and/or alley pavement or sidewalk pavement.

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The “per square yard” and “per square foot” dollar amounts are used in this paragraph 3 to define the scope of work which may be performed pursuant to a given level of Letter of Credit, and are not charges or assessments for performing the work.

The amount of pavement and/or other Public Way surface that may be disturbed by a project is stated in, and measured by, a Public Way work Permit ([See Chapter 3 of these Regulations](#)). Accordingly, if a permitted project involves more than one Licensee or a Telecommunications Provider, only the Licensee or the Telecommunications Provider named on the permit is required to meet the level of Letter of Credit required for that permitted project. All other Licensees working on that project must, however, be in compliance with the Letter of Credit requirement, at a dollar level appropriate for their own permitted work.

At any time during a license period, a licensee may raise or lower the amount of work that the licensee may perform pursuant to a Public Way work license by submitting a new Letter of Credit in a different amount or by submitting an amendment to the amount specified in the licensee’s existing Letter of Credit. Any such submission shall be made to, and shall be subject to the prior approval of, CDOT. Any work performed during a license period prior to the time of any such change in amount shall be carried over and applied to the new amount authorized.

The restrictions as to the amount of pavement and/or other Public Way surface that may be disturbed under a given level of Letter of Credit shall not apply to work done pursuant to a contract with the City of Chicago. However, a valid Public Way work license and Public Way work Permit shall be required for such work, and all licensees participating in such work must otherwise be in compliance with the Letter of Credit requirement, at a dollar level appropriate for their scope of work.

4. All Letters of Credit must be issued by a financial institution that is an insured depository institution (as defined in 12 U. S. C. § 1813). The financial institution may be subject to the prior approval of the City Comptroller. The financial institution issuing the Letter of Credit shall preferably be located within, or have a branch located within, the Chicago

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metropolitan area and shall preferably carry an investment grade rating from one of the major rating agencies.

5. Except for an authorized change in the amount of the Letter of Credit discussed in paragraph 3 above or an authorized extension of the expiration date, the above-described Letter of Credit must be maintained unchanged from the terms initially approved by the Commissioner and must be maintained uninterrupted for the duration of the period specified in paragraph 2 above. If the Letter of Credit is cancelled or expires or otherwise lapses for more than 30 days during a calendar year, the license will be rendered void and the licensee shall be subject to the penalties for violation of Chapter 10-30, Chapter 10-20 and other applicable provisions of the Code. Upon being notified that a Letter of Credit will be cancelled or will not be extended and upon determining that such cancellation or failure to extend is improper, the City may draw upon the Letter of Credit pending resolution of the issue. In the event that the City draws from the Letter of Credit, the licensee shall take any action required to restore the Letter of Credit to its full amount within three days of notification by the City of its withdrawal against the Letter of Credit.
6. If circumstances occur that cause the financial institution issuing the Letter of Credit to fail financially or no longer meet the approval of the City Comptroller, the licensee shall promptly arrange for a replacement Letter of Credit to be issued by an acceptable financial institution.
7. In order to avoid processing delays and possible additional costs from the applicant's financial institution, the submission to CDOT, in the form of **Appendix C**, for review and approval is encouraged. An original and one copy of each Letter of Credit in question should be sent for review and approval to:

CITY OF CHICAGO  
Department of Transportation  
121 North LaSalle Street, Room 905  
Chicago, Illinois 60602

8. Upon consultation with the Corporation Counsel of the City and upon being satisfied that adequate security is provided, the Commissioner/, for good cause shown, may accept an existing Letter of Credit naming the City of Chicago as beneficiary or other form of security as a substitute for the Letter of Credit required by this Section F.1.1.3. For example, in appropriate circumstances, a Person who performs work in the Public Way exclusively as a Contractor of the holder of a Telecommunications Provider Permit (see

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Section F.1.2 below), may satisfy the Letter of Credit requirement of Chapter 10-20 of the Code with the Letter of Credit required of the Telecommunications Provider.

#### **F.1.2 Requirements Pursuant to Chapter 10-30 (Telecommunications Provider)**

Subject to Section 10-30-030 of the Code and Section F.1.2.1 of these regulations, no Telecommunications Provider shall make an opening in, or construct or repair any part of, or install any telecommunications equipment in, on or over any part of the Public Way without getting a telecommunications provider Permit under this Section F.1.2. Pursuant to Section 10-30-020(b) of the Code, the Commissioner/shall deny the issuance of a Permit under this Section F.1.2, or shall revoke any such Permit if:

1. The Commissioner/determines that the installation or maintenance of the telecommunications equipment would endanger public health or safety or otherwise inconvenience the public; or
2. The Commissioner/determines that the Telecommunications Provider has not paid any portion when due of the Chicago Simplified Telecommunications Tax Pursuant to Chapter 3-73 of the Code or any required Permit fee pursuant to Section 10-30-40(b) of the Code; and has not provided any security required pursuant to these regulations; has not complied with specifications prescribed under these regulations; or has otherwise failed to comply with the provisions of the Code, or any applicable rules or regulations adopted pursuant thereto, including these regulations.

A copy of Chapter 10-30 and Chapter 3-73 of the Code and related Code provisions can be obtained from the Department, City Hall, Room 905.

##### **F.1.2.1 Permit Process**

1. A Telecommunications Retailers/Provider that intends to install any telecommunications equipment on, over or under the Public Way shall give the City notice of such installation by filing written notice with the Commissioner no less than 10 days prior to the date the installation is to begin or, if the installation requires excavation relating to new construction, no less than 30 days prior to the date the excavation is to begin. The notice shall include plans, specifications and documentation of the purpose and intention of the Telecommunications Provider with respect to the installation, and shall be in a form, as amended from time to time, prescribed by the Commissioner consistent with the

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requirements of Chapter 10-30 of the Code. Where installation shall require excavation in the Public Way, such notice form shall require proof of submittal of construction documents to CDOT/OUC as set forth in Chapter 3 at least 10 days prior to submittal of notice under this Section F.1.2.1. Notice forms must be obtained from and submitted to the office of CDOT/OUC in Room 905, City Hall.

2. Within 10 days after receiving a completed notice form under this Section (or within 25 days if the notice form is for installation that requires excavation relating to new construction), the Commissioner shall specify the portion of the Public Way that the Telecommunications Retailer/Provider shall be permitted to occupy without creating an undue risk to the safety or welfare of the public and all users of the Public Way. Upon receiving the Commissioner's specification of the permitted location, the Telecommunications Retailer/Providers shall provide the Commissioner with any additional plans, specifications and documentation required which are available. Upon the Telecommunications Provider's submission of the additional plans, specifications and documentation, the Commissioner shall, in a timely fashion issue a Permit allowing the Telecommunications Provider to install and maintain telecommunications equipment in accordance with the terms and conditions specified in the Permit. However, if permission for installation on a particular portion of the Public Way must be denied for any of the reasons specified in subsection (b) of Section 10-30-020 of the Code and Section F.1.2 of these regulations described above that denial shall be issued in writing within the 10 or 25 day period, as the case may be, and shall specify the reasons for the denial. If the Commissioner fails to specify a permitted location or issue a written denial within the time required by this paragraph (2), a Permit shall be deemed to have been issued for the Telecommunications Provider to install and maintain, solely at the Telecommunications Provider's risk, telecommunications equipment on, over or under the Public Way, provided that such installation and maintenance: (i) is not in violation of the Code or any rules and regulations adopted pursuant thereto, including these regulations; and (ii) does not interfere with other proper uses of the Public Way.
3. Nothing in these regulations shall excuse any Person or entity from obligations imposed under any applicable law or ordinance, or regulations issued by CDOT concerning generally applicable standards for construction on, over, under, or within, use of or repair of the Public Ways, including standards relating to free standing towers and other structures on the Public Way, nor shall any Person or entity be excused from any liability imposed by any such law or ordinance, or regulations for failure to comply with standards.

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Any notification for a Permit for telecommunication system installation and/or maintenance shall include appropriate evidence, if requested, of approval and permission from the Illinois Commerce Commission and provide evidence of registration of the Telecommunications Provider with the City's Comptroller or Department of Finance as applicable under Chapter 3-73-060 of the Code and, if requested, with the State of Illinois as a telecommunications retailer, if applicable, under 35 ILCS 635/22 et seq. or an explanation as to why such registration is not legally required by Illinois law.

There will be no Permit fee charged for Permits issued to Telecommunications Providers which are subject to the "Chicago Simplified Telecommunications Tax" pursuant to Chapter 3-73 of the Code or Persons whose sole work in the Public Way consists of working for such a Telecommunications Provider for the installation of telecommunications facilities. No fee permitting shall continue during such time as the Telecommunications Provider: (i) is subject to and is paying the Chicago Simplified Telecommunications Tax established by Section 3-73-030 of the Code and (ii) has complied with the other requirements of Chapter 3-73 of the Code (including registration).

4. Permittees holding an existing telecommunications provider Permit covering facilities in the Public Way and seeking to expand, modify or relocate such facilities in the Public Way shall obtain a new telecommunications provider Permit for such activities. However, compliance with the requirements of notice under Chapter 10-30 of the Code and Section F.1.2.1 of these regulations may be achieved through submittal of legible and complete copies of insurance, letter of credit and other security documents in effect under existing Permits, together with the Permit numbers of such applicable existing Permits, provided that such instruments and documents provide the same coverages and protections to the City for all activities and facilities related to the new Permit as is provided under the existing Permit and that no further coverages or protections are deemed necessary by the Commissioner.

In case construction documents are submitted by a Telecommunications Provider or its Contractor, the Permittee's documentation shall be submitted to CDOT/OUC at least 10 days before submittal of notice pursuant to Section F.1.2 of these regulations. If the construction documents so submitted are found to be incomplete or deficient or do not conform to these regulations, CDOT/OUC will not process the request. CDOT/OUC will inform the Permittee in writing, stating the reasons for not processing the construction documents, within 48 hours of submittal. When the required information is submitted and found to be complete and sufficient for review by CDOT/OUC, the

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Permittee's documentation will be transmitted to OUC members for review.

### F.1.2.2 Insurance Requirements

Each Telecommunications Provider using the Public Way shall be required to provide and maintain the insurance specified below throughout the duration of the Permit and as described below:

1. Worker's Compensation and Employers Liability Insurance:

Workers Compensation and Employers Liability Insurance as prescribed by applicable law, covering all employees who are to provide a service to Permittee and Employers Liability coverage with limits of not less than \$500,000.00 each accident or illness.

2. Commercial General Liability Insurance (Primary and Umbrella).

Commercial General Liability Insurance or equivalent with limits of not less than \$5,000,000.00 per occurrence, for bodily injury, personal injury, and property damage liability. Any tunnel penetration shall require limits of not less than \$10,000,000.00 per occurrence for bodily injury, personal injury and property damage liability. Coverage shall include the following: All premises and operations, products/completed operations, explosion, collapse, underground, independent Contractors, separation of insured, defense and contractual liability (with no limitation endorsement). The City is to be named as additional insured on a primary, non-contributory basis for any liability arising directly or indirectly from the work.

Subcontractors performing work shall be required to maintain limits of not less than \$1,000,000.00 with the same limits as set forth above.

3. Railroad Protective Liability Insurance

When any work is to be done adjacent to or on railroad or transit property, with respect to the operations performed, Railroad Protective Liability Insurance in the name of the railroad or transit entity shall be provided. The policy shall have limits of not less than \$2,000,000.00 per occurrence, combined single limit, and \$6,000,000.00 in the aggregate for losses arising out of injuries to or death of all persons, and for damage to or destruction of property, including the loss of use thereof

4. Automobile Liability Insurance (Primary and Umbrella)

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When any motor vehicles (owned, non-owned, and hired) are used in connection with work to be performed, Automobile Liability Insurance shall be maintained with limits of not less than \$1,000,000.00 per occurrence, for bodily injury and body damage.

The City shall be named as an additional insured on a primary, non-contributory basis.

#### 5. Professional Liability

When any architects, engineers, construction managers or other professional consultants perform work in connection with a permitted project, Professional Liability Insurance covering acts, errors or omissions shall be maintained with limits of not less than \$1,000,000.00. Coverage shall include contractual liability. When policies are renewed or replaced, each policy's retroactive date must coincide with, or proceed, start of work as authorized by the Permit. A claims-made policy which is not renewed or replaced must have an extended reporting period of two (2) years.

#### 6. All Risk Property

The Permittee shall be responsible for all loss or damage to personal property (including but not limited to material, equipment, tools and supplies) in the care, custody or control of such Permittee.

#### 7. Self-Insurance

To the extent permitted by law and subject to prior approval by the Risk Manager, a Permittee may self-insure for the insurance requirements specified above. In case of any such approved self-insurance, the Permittee shall bear all risk of loss for any loss which would otherwise be covered by insurance policies, and the self-insurance program shall comply with at least the insurance requirements set forth above.

#### 8. Additional Requirements

Each Permittee will furnish the City of Chicago, Department of Transportation, Room 905, 121 North LaSalle Street, Chicago, Illinois 60602, an original Certificate of Insurance evidencing the required coverage to be in force on the date of the applicable

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Permit, and Renewal Certificates of Insurance, or such similar evidence, if the coverages have an expiration or renewal date occurring during the term of a Permit. Each Permittee receiving a Permit under Section F.1.2 of these regulations shall submit evidence of insurance on the City of Chicago Insurance Certificate form or equivalent prior to Permit issuance. The failure of the City to obtain certificates or other insurance evidence from a Permittee shall not be deemed to be a waiver by the City. Each Permittee shall be deemed to have advised all of its insurers of the Permit provision regarding insurance. Non-conforming insurance shall not relieve a Permittee of the obligation to provide insurance as specified in these regulations. Nonfulfillment of the insurance conditions may constitute a violation of these regulations, and the City retains the right to terminate any issued Permits until proper evidence of insurance is provided.

The insurance shall provide for 60 days prior written notice to be given to the City in the event coverage is substantially changed, canceled, or non-renewed.

Any and all deductibles or self-insured retentions on referenced insurance coverages shall be borne by the Permittee.

As a condition of Permit issuance, each Permittee is deemed to expressly understand and agree that its insurers shall waive their rights of subrogation against the City, its employees, elected officials, agents or representatives.

As a condition of Permit issuance, each Permittee is deemed to expressly understand and agree that any coverages and limits furnished by the Permittee shall in no way limit the Permittee's liabilities and responsibilities specified under these regulations or by any permit issued or by law.

As a condition of Permit issuance, each Permittee is deemed to expressly understand and agree that any insurance or self-insurance programs maintained by the City of Chicago shall apply in excess of and not contribute to insurance provided by a Permittee under the Permit.

The required insurance shall not be limited by any limitations expressed in the indemnification language contained in these regulations or any limitation placed on the indemnity therein given as a matter of law.

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Each Permittee shall require all subcontractors to provide the insurance subcontractors. All subcontractors of a Permittee shall be subject to the same insurance requirements as the Permittee unless otherwise specified herein.

Any variation of the above-indicated insurance requirements can only be approved by the Commissioner, after consultation with the Risk Manager.

9. All policies must be written by companies authorized to do business in Illinois.

#### **F.1.2.3 Letter of Credit Requirements**

Each Telecommunications Provider submitting notice to the Commissioner pursuant to Section 10-30-030 of the Code and Section F.1.2 of these regulations in conjunction with a telecommunications provider Permit shall be required to furnish (or to have furnished in conjunction with prior notices) to the City an original irrevocable unconditional and valid Letter of Credit as described below:

1. The Letter of Credit shall name the City of Chicago as beneficiary. The Letter of Credit shall be a clean Letter of Credit, requiring only sight drafts for proper presentment, shall permit partial and multiple draws, and shall be in the form shown in [Appendix C](#).
2. The Telecommunications Provider shall maintain the Letter of Credit for the duration of the Permit, and shall further maintain the Letter of Credit for three years following the termination of the last Permit issued in connection with its facilities. For example, if a telecommunications provider Permit expires in June of 2012, the Letter of Credit may not expire before midnight on June 30, 2015.
3. The dollar amount of the Letter of Credit shall be \$500,000.00. However, upon providing proof to the City as specified below, the Telecommunications Provider may provide a Letter of Credit at the following reduced level:

If the Permittee is an “Independent Small Telecommunications Provider” whose telecommunications system will constitute a single build which is not part of a larger telecommunications system located in the Public Way and such build will not require disturbing of more than 375 square yards of street pavement, alley pavement, Sidewalk pavement and/or unpaved Public Way, the Permittee will be allowed to build its system for a Letter of Credit of \$25,000.00, provided that all other requirements of the Code and these regulations are met including, but not

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limited to, the insurance requirements set forth in Section F.1.2.2. Only the Commissioner, after consultation with the Risk Manager, will decide who is eligible for “Independent Small Telecommunications Provider” status.

4. All letters of credit must be issued by a financial institution that is an insured depository institution (as defined in 12 U. S. C. § 1813). The financial institution may be subject to the prior approval of the City Comptroller. The financial institution issuing the Letter of Credit preferably shall be located within, or have a branch located within, the Chicago metropolitan area and preferably shall carry an investment grade rating from one of the major rating agencies.

Except for an authorized extension of the expiration date, the above-described Letter of Credit must be maintained unchanged from the terms initially approved by the Commissioner and must be maintained uninterrupted for the duration of the period specified in paragraph 2 above. If the Telecommunications Provider allows the Letter of Credit to be canceled or to expire or otherwise lapse the Permit will be rendered void and the Telecommunications Provider shall be subject to the penalties for violation of Chapter 10-30 and other applicable provisions of the Code. Upon being notified that a Letter of Credit will be cancelled or will not be extended and upon determining that such cancellation or failure to extend is improper, the City may draw upon the Letter of Credit pending resolution of the issue.

In the event that the City draws from the Letter of Credit, the Telecommunications Provider shall take any action required to restore the Letter of Credit to its full amount within three days of notification by the City of its withdrawal against the Letter of Credit.

5. If circumstances occur that cause the financial institution issuing the Letter of Credit to fail financially or no longer meet the approval of the City Comptroller, the Permittee shall promptly arrange for a replacement Letter of Credit to be issued by an acceptable financial institution.
6. In order to avoid processing delays and possible additional costs from the applicant's financial institution, the submission to CDOT of a draft Letter of Credit, in the form of Appendix C, for review and approval is encouraged. An original and one copy of each Letter of Credit in question should be sent for review and approval to:

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CITY OF CHICAGO  
Department of Transportation  
121 North LaSalle Street, Room 905  
Chicago, Illinois 60602

7. Upon consultation with the Corporation Counsel of the City and upon being satisfied that adequate security is provided, the Commissioner, for good cause shown, may accept an existing Letter of Credit naming the City of Chicago as beneficiary or other form of security as a substitute for the Letter of Credit required by this Section 2B.3.
8. The Letter of Credit required by these regulations shall be used to ensure the faithful performance by the Telecommunications Provider and its Contractors of all their obligations under any Permit issued under Chapter 10-30 of the Code as well as the performance of any Contractor performing work related to such Permits and to remedy any defaults there under and to ensure compliance with all orders, licenses, and permits on direction of the City having jurisdiction over the Telecommunications Provider's or its Contractor's acts or defaults under the Permit and to pay any penalties, liens, claims, fees and taxes due the City which arise by reason of a Telecommunications Provider's or its Contractor's activities pursuant to the Permit. Furthermore, said Letter of Credit may be used as provided in this section to repay the City for any damages, expenses or costs incurred by the City by reason of a Telecommunications Provider's or its Contractor's acts or omissions connected with a matter covered in a Permit.
9. In the absence of a dangerous condition that poses an imminent threat (see paragraph 11 below), if the actions or omissions of a Telecommunications Provider or its Contractor results in a condition for draw, CDOT shall provide the Telecommunications Provider with notice, by certified mail, of the condition(s) for draw and an opportunity to respond, and shall provide the Telecommunications Provider with a reasonable time period to correct the condition(s) before drawing on the Telecommunications Provider's Letter of Credit.
10. If the action or omissions of a Telecommunications Provider or its Contractors results in a dangerous condition that poses an imminent threat to the safety of pedestrians, motorists, or others on or near the Public Way and makes notice impracticable, CDOT may correct or arrange for the correction of the condition and shall provide the Telecommunications Provider with notice, by certified mail, of the costs incurred and an opportunity to respond, and shall provide the Telecommunications Provider with 48

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hours from the mailing of notice to remit funds to cover the City's costs before drawing on the Telecommunications Provider's Letter of Credit.

11. The Commissioner may in his or her discretion draw upon the Letter of Credit, either simultaneously or sequentially, of any one or more licensees or Permittees either holding, or performing work pursuant to, a Permit issued pursuant to this Section F.1.2 of these regulations. Any such draw shall be pursuant to the procedures set forth in this Section F.1.2.

#### **F.1.2.4 Fees for Telecommunications Providers which do not pay the City Simplified Telecommunication Tax under Chapter 3-73 of the Code.**

1. Pursuant to Chapter 10-30-040(b) of the Code the Commissioner is authorized to determine what the Permit fee shall be for Telecommunications Providers not subject to the City Simplified Telecommunications Tax required by Chapter 3-73 of the Code and who have not otherwise entered into an agreement with the City regarding payment of fees set forth by Chapters 10-20 and 10-30. Such fees shall provide for the recovery of the City's actual or reasonably estimated costs of maintaining and regulating the Public Way in a manner consistent with the public welfare, and shall include, but not be limited to, the City's costs of inspection, regulation, maintenance, administration and repair.
2. The Commissioner will calculate the costs described in paragraph (1) above by case basis, and from time to time, set forth the fees operative under paragraph (1). The fees under paragraph (1) are subject to change at any time on a prospective basis. The current fee structure can be obtained from the Department at Room 905, City Hall. The Commissioner and a Telecommunications Provider subject to fees under this Section F.1.2.4 may mutually agree on the provision of in-kind compensation to the City consisting of cables, conduits or other telecommunications facilities as an offset to be applied against such fees, provided that such offset shall be calculated in a reasonable and nondiscriminatory manner.
3. All Permit fees required under this Section F.1.2.4 shall be paid to the City's Comptroller or Department of Finance as applicable prior to the issuance of a Telecommunications Provider Permit. Annual Fees, as applicable, shall be payable no later than 30 days following the anniversary of the date of issuance of the Telecommunications Provider Permit for which such Annual Fees pertain. If extraordinary costs shall be reimbursed within 30 days of a written statement from the City Such as to such amount of extraordinary costs (together with reasonable documentation thereof) from the Commissioner. Failure to timely pay the fees covered in this Section F.1.2.4 may lead to revocation by the Commissioner of all Permits issued to a Telecommunications Provider. In case of such revocation, Chapter 3 of these regulations shall apply.

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### **F.2 General Requirements**

#### **F.2.1 Requirements Pursuant to Chapter 10-20, Chapter 10-29, and Chapter 10-30**

The following shall describe the type of approvals and Permits required prior to making any opening in, including but not limited to excavation, tunneling, boring and drilling, or constructing or repairing any pavement in, the Public Way pursuant to chapters 10-20 and 10-30 of the Code, subject to the provisions of Section 10-30-030 of the Code. The following also describes the duty to maintain new and existing utility structures used to house or obtain access to wires, pipes, cables, conduits, or telecommunications equipment placed on, under, or over the Public Way pursuant to Chapters 10-29 or 10-30 of the Code.

##### **F.2.1.1 Indemnities**

1. Each Permittee shall be solely responsible for the support, safety, and protection of its facilities and the portions of the Public Way being used by Permittee and for the safety and protection of all persons and all property coming into contact with Permittee's facilities or operations. Each Permittee shall to the maximum extent permitted under Illinois law, at its sole cost and expense, indemnify, defend, keep, and save completely harmless the City, its officials, boards, commissions, agents, and employees (collectively the "Indemnified Parties") against any and all suits, causes of action, proceedings, and judgments, costs, and expenses (collectively referred to as "Claims") arising out of, caused by, or resulting from the grant of rights pursuant to these Regulations and Permittee's installations, maintenance and operations of its facilities installed in the Public Way. The City shall have the right, at its option and at Permittee's expense, to participate in the defense of any suit without relieving Permittee of any of its obligations under this Section. The term "Claim" specifically shall be deemed to include, but not be limited to, any liability for the payment of Workmen's Compensation under the Illinois law which the City is required to make, and Permittee shall reimburse the City for any such payment made by the City. Each Permittee, in accepting the terms of these Regulations and any Permit shall be deemed to understand and agree that the insurance required by these Regulations shall in no way limit the responsibility of each Permittee to indemnify, keep, and save harmless and defend the Indemnified Parties pursuant to this Section. Indemnified expenses shall include, but not be limited to, all out-of-pocket expenses of the Indemnified Parties in connection with the defense of any such claims, such as reasonable attorneys' fees, and shall also include the reasonable value of any services rendered by the City's corporation counsel or his or her assistants or any consultants, employees, or agents of the City. To the extent permissible by law, each Permittee waives any limits on such Permittee's liability that it would otherwise have by virtue of the Workers' Compensation Act or the judicial decision of Kotecki v. Cyclops Welding Corporation, 146 Ill. 2d 155 (1991). The City, however, does not waive any limitations it may have on its liability under the Workers' Compensation Act or under the Illinois Pension Code. In the case of Telecommunications Providers and other

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entities locating facilities in the Public Way, the Permittee shall be deemed to mean the Telecommunications Provider and/or owner of the facilities, as well as any Contractor and all such parties shall be deemed indemnifying parties under this Section.

2. Failure to Defend; Abandonment of Claim Without Consent. The City may (but is not obligated to) defend any such claim or suit at a Permittee's expense if such Permittee fails to defend such claim or abandons the defense of such claim or suit without the City's express consent. Further, the indemnities contained in this provision survive the expiration or termination of these Regulations and any permit issued thereunder.
3. Relationship to Permit Issuance. The foregoing notwithstanding, under no circumstances shall the issuance of any Permit or certificate or the execution of any agreement provided for under the Code or these Regulations to a Permittee or any Contractor or assignee constitute an act of wanton or willful misconduct. Nothing set forth in these Regulations shall be deemed a waiver by the City of any defenses or immunities relating to a Permittee or its property, or to any other person or entity or their property, that are or would be otherwise available to the City or its corporate authorities, officers, and employees under the provisions of the Illinois Local Government and Governmental Employees Tort Immunity Act, or that otherwise available to local governments and their corporate authorities, officers, and employees under the common law of the State or the United States of America.
4. Waiver of Claims. Each Permittee is deemed to waive any and all claims, demands, causes of action, and rights it may assert against the City on account of any loss, damage, or injury to any portion of its facilities or any loss or degradation of the services it provides to its customers, including but not limited to actions by persons or entities other than the City or its corporate authorities, officers or employees, except as set forth in paragraph 5 of this Section.
5. Limitation of City's Liability. The City shall be liable only for the cost of repair to damaged facilities in the Public Way from the willful or wanton misconduct of City, its corporate authorities, officers, or employees as determined by final judgment of a court of final jurisdiction. The City shall not be liable for interference by the City or any Permittee or third party with the communications of any Permittee or any third party.

#### **F.2.1.2 Compliance with Applicable Laws**

In addition to satisfying these regulations, the Permittee during installation, operation and maintenance of its any facilities in, on or over the Public Way, shall comply with all latest

## Appendix F

### Legal & Insurance Requirements



applicable laws and regulations of the United States of America and its agencies (including, but not limited to, the regulations, requirements and standards of the Federal Occupational Safety and Health Administration), the State of Illinois, and all applicable ordinances, regulations and executive orders of the City.

#### **F.2.1.3 Duty to Indemnify**

All individuals requesting reviews, approvals, and permits shall defend, indemnify, keep and hold harmless the Municipality, owner and engineer, and their respective board members, representatives, agents and employees, in both individual and official capacities, against all suits, claims, damages, losses and expenses, including attorney's fees, caused by, growing out of, or incidental to the performance of the work under the contract by the contractor or its subcontractors to the full extent as allowed by the laws of the State of Illinois and not beyond any extent which would render these provisions void or unenforceable. The obligation includes, but is not limited to: the Illinois laws regarding structural work [IL. Rev. Stat Ch. 48, Par 60 at Seq] and regarding the protection of adjacent property landowners [IL Rev. Stat. Ch. 17-1/2 Par. 51 Et. Seq.]. In the event of any such injury (including death) or loss of damage, or claims therefore, the contractor shall give prompt notice to the owner. For additional guidelines and rules regarding indemnities, refer to Chapter 3 of this publication, section 3B.12: Indemnities.

#### For Information and to Submit Materials:

Chicago Department of Transportation, Division of Project Development  
30 North LaSalle Street, Room 500  
Chicago, Illinois 60602; Phone No. 312-744-3039

## Appendix G

### CDOT OUC MEMBERS AND DIGGER MARKINGS

Current Members of CDOT OUC (as of 2/1/16)		
Abovenet	CDOT DOPD	OEMC
AT&T	WOW	Sunesys
Bureau of Forestry	T-Mobile	ACD
CDOT Red Light Cameras	Chicago Park District	Digital Realty Trust
CDOT DEO	Comcast	JC Decaux
CDOT ENG	ComEd	Level 3
CDOT DOIM	CTA	MWRD
MCI	MDE/Thermal Chicago	Peoples Gas
RCN	Sidera/Lightower	Sunesys
Verizon	CDWM Water	CDWM Sewer

### COLOR CODE FOR MARKING UNDERGROUND UTILITY LINES

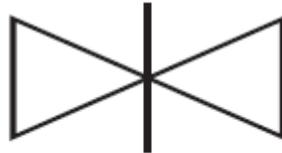
	ELECTRIC
	GAS-OIL-STEAM
	COMMUNICATION CATV
	POTABLE WATER
	RECLAIMED WATER SLURRY LINES
	SEWER
	TEMPORARY SURVEY MARKINGS
	PROPOSED EXCAVATION



## Symbols

### Cable and Conduit Packages.

ComEd Transmission Lines will also be marked this way with the voltage stated.



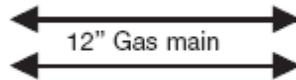
Single Cable, or pipe marked as below



### Gas Lines



Gas main 2" - 8" shown with single line



Gas main 12" and above shown with double line

### Offset Markings



Mark will be from line to centerline of package or pipe with denotation of above symbol.

## **APPENDIX H**

### **APPLICABLE LAWS**

Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. §9601 et seq.)

Hazardous Material Transportation Act (42 U.S.C. § 1801 et seq.)

Resource Act (33 U.S.C. § 1251 et seq.)

Clean Air Act (42 U.S.C. § 7401 et seq.)

Toxic Substances Control Act of 1986 (15 U.S.C. § 2601 et seq.)

Safe Drinking Water Act (42 U.S.C. § 3000)

Occupational Safety and Health Act of 1970 (29 U.S.C. § 651 et seq.)

Emergency Planning and Community Right-to-Know Act (42 U.S.C. § 11001 et seq.)

Illinois Environmental Protection Act (415 ILCS 5/1 et seq.)

Chicago Municipal Code

# Appendix I

## Supplemental Specifications

*This page has been left intentionally blank for future use, if needed.*





## Acknowledgments

### City of Chicago

Rahm Emanuel Mayor

### CDOT

Rebekah Scheinfeld Commissioner  
Randy Conner First Deputy Commissioner  
Tom Carney Managing Deputy Commissioner  
William Cheaks Deputy Commissioner, Infrastructure Management  
Michael Simon Assistant Commissioner  
Cynthia Williams Director of Quality Assurance  
Jai Kalayil Supervising Engineer/Coordinator of OUC/Digger  
Mike Claffey Public Information Officer

### PCO - Collins Engineers, Inc.

Thomas J Collins Owner  
George Keck Project Manager  
Nick VanderZwan Project Engineer  
Aurora Unger Project Engineer  
Kate Heringhaus Communications Manager  
EJM: Clinton McClure Project Engineer  
DBS: Katherine Daley Project Planner/Coordinator  
Loretta Shumate GIS Analyst/Data Coordinator  
R&G: Dan Zeman Resident Engineer

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