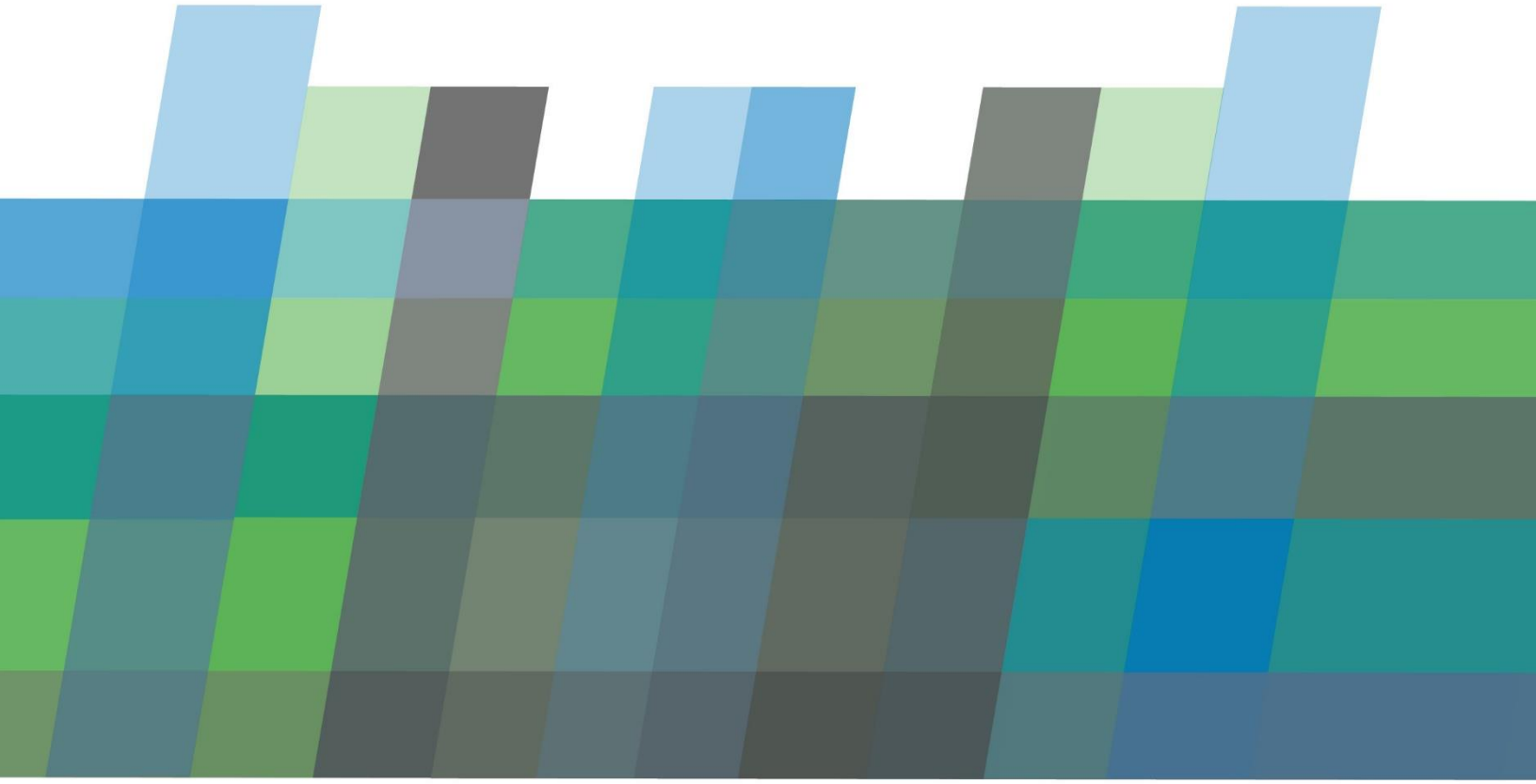
March 2025

Utility Manual

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

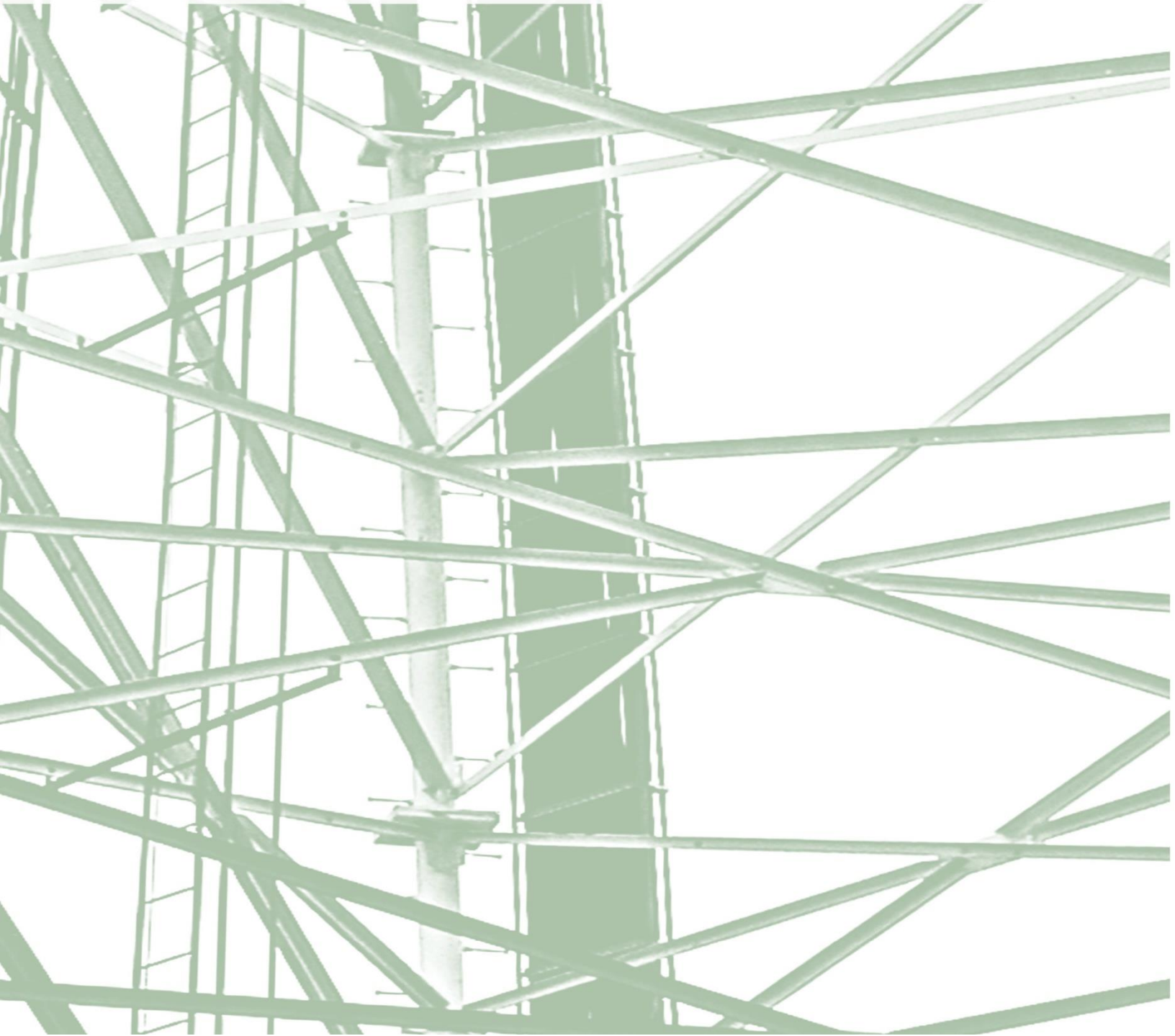


Illinois Tollway

INTRODUCTION

Utility Manual

The Utility Manual provides guidance for Utility Companies on the requirements for construction of new and relocated facilities on the Tollway property. The policy gives details on permitting, criteria for location, allowable construction techniques, materials and procedures. Details on Utility As-Built information, Submittals, and location of Existing Utilities is provided.



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SECTION 1.0 INTRODUCTION

1.1 Purpose and Use

The Utility Manual of March, 2025 replaces the Utility Policy Manual – *Accomodations of Utilities on the Tollway System* of April, 2010. This manual is issued by the Illinois Tollway by virtue of its power and rights granted under and pursuant to an Act of the Legislature of the State of Illinois, approved August 7, 1967, as amended, which Act appears as Section 100-1 through Section 100-35 of Chapter 121 of Illinois Revised Statutes 1971. Section 11 (e) of that Act specifically empowers the Illinois Tollway to establish *"reasonable regulations for the installation, construction, maintenance, repair, renewal, relocation and removal of pipes, mains, conduits, cables, wires, towers, poles or other equipment and appliances (herein called public utilities) of any public utility as defined in An Act Concerning Public Utilities approved June 29, 1921, as amended, along, over or under any Illinois Tollway project."*

The public interest is served through the accommodation of utility facilities when such installations are properly regulated, do not impair the free and safe flow of traffic, and do not interfere with the maintenance and future expansion or impair the visual quality of the Illinois Tollway. Therefore, in constructing the Illinois Tollway and/or subsequent improvements, it is not the intent of the Illinois Tollway that such highway shall form a barrier across which the facilities of utilities may not pass. The purpose of this document is to establish rules and regulations which will preserve the physical features of the Illinois Tollway to ensure uninterrupted and safe travel on the Illinois Tollway system. This policy applies to the relocation of existing facilities as well as the installation of future facilities on planned and completed Illinois Tollways.

The policies regarding the installation, relocation or removal of utilities and storm water facilities are covered by directives developed by the Illinois Tollway Engineering Department and approved by the Illinois Tollway Board of Directors or duly assigned designee.

1.2 Abbreviations and Acronyms

AASHTO	American Association of State Highway and Transportation Officials
AASHTO GDHS	AASHTO Geometric Design of Highways and Streets (Green Book)
AASHTO RDG	AASHTO Roadside Design Guide
ADT	Average Daily Traffic
AET	All Electronic Tolling
CCTV	Closed Circuit Television
DSE	Design Section Engineer
EOP	Edge of Pavement
EOS	Edge of Paved Shoulder
EOTW	Edge of Traveled Way
FHWA	Federal Highway Administration
IDOT	Illinois Department of Transportation
IDOT BDE	IDOT Bureau of Design and Environment
IRI	International Roughness Index
ITS	Intelligent Transportation System
MASH	Manual for Assessing Safety Hardware (AASHTO document)
MP	Milepost

MUTCD	Manual of Uniform Traffic Control Devices
NCHRP	National Cooperative Highway Research Program
ROW	Right-of-Way
RSAP	Roadside Safety Analysis Program

1.3 Definitions

Agreement. The legal written instrument or negotiated Contract defining the obligations and considerations of the signatory parties. The term “Agreement” includes all supplemental agreements.

Authority. The Illinois State Toll Highway Authority - (Illinois Tollway).

Carrier. Pipe directly enclosing a transmitted fluid (liquid or gas).

Casing. A large pipe enclosing a Carrier.

Chief Engineering Officer. The Chief Engineering Officer of the Illinois Tollway.

Communication Line. Any copper wire cable, coaxial cable, fiber optic cable or other such medium installed point to point in a continuous manner across the Illinois Tollway and used for the transmission of signals including, but not limited to, video signals, analog and digital data, telemetry, alarm signals and stream or river level indication signals.

Construction Manager (CM). The engineer or firm of engineers and their duly authorized employees, agents and representatives retained by the Illinois Tollway to observe the work to determine whether it is being performed and constructed in compliance with the Contract.

Contractor. The individual, partnership, firm, or corporation, or any combination thereof, who has entered into the Contract.

Contract Plans. The term commonly used to designate the “drawings” incorporated into the Contract Documents. They are the design drawings, special provisions, and contract requirements, which have had all addendum items incorporated.

Crossing. A utility crossing of the Illinois Tollway that serves the interest of the public, providing continuation of utility service across the Illinois Tollway, when no alternative to installing the crossing exists.
Construction Manager (CM). The Engineer or firm of engineers and their duly authorized employees, agents and representatives engaged by the Illinois Tollway to observe The Work to determine whether it is being performed and constructed in compliance with the Contract.

Crossing. A utility crossing of the Illinois Tollway providing continuation of utility service across the Illinois Tollway, assumes no alternative to installing the crossing exists and does not result in any convenience, value, profit, or benefit to the permittee.

Design Section. Any one of the numerous divisions into which design of the roadway, facilities, and appurtenances of the Toll Highway may be divided for the purposes of design.

Design Section Engineer (DSE). The engineer or firm of engineers and their duty authorized employees, agents and representatives retained by the Illinois Tollway to prepare the Plans and Special Provisions for a Design Section.

Ditch. A constructed channel used to convey runoff. Typically occurs as roadside and median ditches.

Drainage. The removal of excess surface or ground water from land or toll highway pavement by means of surface or subsurface drains.

Electrical Line. A line is any circuit (or loop) of an electrical system which impacts the Illinois Tollway system. This electric circuit loop (or electrical network) consists of electrical elements (or components) connected directly by conductor terminals to other devices in series.

Facilities. The carrier, casing, communication line, pipeline, electric line, etc. owned by any utility or private party, crossing, or otherwise utilizing the Illinois Tollway right-of-way or located outside the Illinois Tollway right-of-way and directly affected by Illinois Tollway construction.

Gas Line. A pipeline used to transport natural gas.

Geotechnical Survey. An analysis of subsurface soil conditions.

Illinois Tollway. The Illinois State Tollway Highway Authority (ISTHA).

Local Road. Any highway, road, street, or alley intersected by or adjacent to any of the Illinois Tollway.

Median. The portion of a divided highway separating the traveled ways for traffic in opposite directions of the Illinois Tollway. The area may be landscaped or paved.

Overpass. A structure carrying the Illinois Tollway over any local road, railroad, or waterway.

Parallel Occupancy. The utility line runs parallel to the toll highway on Illinois Tollway property.

Permit. Formal approval by the Illinois Tollway Board of Directors or duly assigned designee to construct a facility crossing or otherwise occupying Illinois Tollway Right-of-Way. Permits are issued for installation occurring on or across the Illinois Tollway after original acquisition of the property and construction of the toll highway.

Pipeline. Any pipe that carries petroleum, petroleum products, natural gas, artificial gas, water and sewage or other fluids.

Pressure. Relative internal pressure in psig (pounds per square inch gauge).

Relocation. Existing utility facilities in conflict with planned Illinois Tollway improvements that are required to be moved to a new location.

Revocation. The rights granted by a permit are not permanent. The Illinois Tollway, at its sole discretion, may revoke a permit and, when so revoked, all rights of the permittee shall thereupon cease and be null and void.

Right-of-Way. A general term denoting land, property, or interests therein, acquired for or devoted to a Highway.

Roadway Structure. Pavement, base, and subbase organized in depth to distribute traffic load to native soil or ordinary embankment.

Sanitary Sewer. All piping carrying sanitary sewage.

Spare Capacity. Additional facilities installed but not required. The term "spare capacity" shall not include spare conduit placed under the Illinois Tollway to serve as a duct for emergency facilities for utilities incapacitated by an act of God or other reason, or for the future installation of facilities for which the utility has provided space on adjacent supporting structures or in adjacent underground duct or for which the utility had acquired rights-of-way by fee title or easements, prior to commencement of negotiations with the Illinois Tollway. The term "spare capacity" shall not include facilities existing at the time of commencement of negotiations with the Illinois Tollway which were installed to serve as emergency standby facilities even though such have never been placed in operation.

Special Provisions. Special clauses, directions, and requirements supplemental to these Illinois Tollway Supplemental Specifications, IDOT Supplemental Specifications and Recurring Special Provisions, and IDOT Standard Specifications, setting forth requirements peculiar to The Work included in the Bid Documents.

Standard Specifications. IDOT Standard Specifications for Road and Bridge Construction, latest edition.

Supplemental Specifications. Additions and revisions to the Standard Specifications published by IDOT that are adopted after issuance of the Standard Specifications for Road and Bridge Construction.

Storm Water Sewer. All piping carrying storm water.

Structure. Unless otherwise defined in the Specifications, structures shall comprise all objects constructed of materials other than earth, required by the contract to be built or to be removed, but not including surfacing's, base courses, subbases, gutters, curbs, sidewalks, and driveway pavement.

(SUE) Sub-surface Utility Engineering. Preliminary investigative engineering focused to pinpoint areas of conflict between existing and proposed facilities and limit additional costs for relocations and/or designs.

Underpass. A bridge structure under which the Illinois Tollway passes.

Use. A permit granted for the limited use of Illinois Tollway property has value and provides benefit to the permittee, may be able to be installed in another location off Illinois Tollway property and results in increased relocation and maintenance costs to the Illinois Tollway.

Utility. The privately, publicly, or cooperatively owned lines, facilities, and systems for transporting persons, material, products, or property, for producing, transmitting, collecting, or distributing communications, cable television, power, electricity, light, heat, gas, oil, crude products, water, steam, waste, sewerage, storm water or wastewater. The utility directly or

indirectly serves the general public and their needs.

Utility Company. A business organization that provides an essential commodity or service, such as water, electricity, transportation or communication, to the public.

Utility Contract. The written agreement executed between the utility and their contractor establishing the terms and conditions for the completion of The Work and the furnishing of labor, materials, and equipmentnecessary therefor. The Illinois Tollway reviews and approves award of the Contracts.

Vent. Appurtenance to provide for the venting or gases or liquids from casings.

Work. The installation, maintenance, removal, repair, replacement, relocation, expansion, or modification of any utility on, under or above Illinois Tollway property.

Note: This manual follows the traditional definitions for **shall, should,** and **may. Shall** is used to mean something that is required or mandatory, while **should** is used to mean something that is recommended, but not mandatory and **may** is used to mean something that is optional and carries no requirement or recommendation.

SECTION 2.0 GENERAL POLICY

2.1 Hierarchy

The following shall govern in conjunction with utility installation on Illinois Tollway right of way:

- The Toll Highway Act
- Accommodations of utilities on the Tollway System (this policy)
- Utility Agreement
- The Illinois Tollway Supplemental Specifications
- IDOT Standard Specifications
- Any other rules, regulations, and policy of the Illinois Tollway

In the event of any conflict amongst the above documents, the requirements of the preceding document shall take apply. Should there be any questions, please contact the Illinois Tollway Permits and Utilities Department.

2.2 Utility Name Changes

All utility companies shall inform the Illinois Tollway of changes to the following as soon as possible:

- The company's name
- The contact person's name
- The email of the contact person
- The address of the utility's office
- The phone number of the utility

Utility companies with facilities located on Illinois Tollway Right-of-Way are required to provide contact information for their company which must be continuously kept up to date.

2.3 Agreements

All utilities present on the Illinois Tollway system should currently have an agreement regarding the original installation and maintenance of the utility facility. To install, abandon, relocate or remove a Utility on the Illinois Tollway system, a utility shall have an agreement. An agreement shall be between the Illinois Tollway and a utility attempting to do work on the Illinois Tollway system.

2.4 Utility As-Built Information

The location of all new and relocated underground utilities, within the Illinois Tollway Right-of-Way, shall be recorded and documented during installation and provided to the Illinois Tollway within two weeks of completion. This section will provide guidance on acceptable format, datum

and accuracy of the location data.

2.4.1 Datum and Accuracy of Utility As-Built Information

- Subsurface utility quality levels for all installed underground utilities will follow the Illinois Tollway quality levels (QL) described as follows:
    - QL-A indicates the precise horizontal and vertical location of utilities obtained by the actual exposure (or verification of previously exposed and surveyed utilities) and subsequent measurement of subsurface utilities, usually at a specific point. Relative local positional accuracy shall be equal to or less than 0.2' Vertical and 0.1' Horizontal.
    - QL-B indicates information obtained through the application of appropriate surface geophysical methods to determine the existence and approximate horizontal position of subsurface utilities. Survey of the surface marker shall have a relative positional accuracy equal to or less than of 0.2' Vertical and 0.1' Horizontal.

- Datum:
    - Horizontal: Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, Adjustment -2007 (Cors).
    - Vertical: North American Vertical Datum of 1988 (NAVD 88)

2.4.2 As-Built Deliverables

- The Illinois Tollway Utility Manual does not specify data format, platform, or applications for deliverables. The Illinois Tollway aims to create 3D files using data collected from utility company installations. These files will then be utilized in planning to avoid or minimize future utility conflicts. Additionally, this information will enhance the existing verification process already in place, by providing additional existing utility information. Examples of acceptable utility data delivery methods include:
    - 2D or 3D CAD files
        - CAD files shall be in a format that is able to be converted into the Illinois Tollway's CAD platform. The Illinois Tollway utilizes Bentley Open Roads Designer.
        - CAD files shall be to scale and show the outside lines of all pipes and structures.
        - 2D files shall include both a plan and a profile of the utility along its alignment tied to the Coordinate system referenced above in 2.4.1.
        - 3D files shall include a 3D file with both horizontal and vertical attributes.
    - Excel Spreadsheet file that will list x,y,z coordinates taken at regular intervals and at changes of direction. It will also list structure names with outside dimensions and outside dimensions of pipes, conduits, or duct banks.

      The Illinois Tollway utility coding consists of five major components. These different components are combined into a full survey code. Refer to Figure 1 on the next page for the format and structure of the codes to be implemented on the as-built files and other associated documents. The survey point location examples can be found in Appendix A.

FIGURE 1

- Survey Code
  - The Survey code represents the surveyed element.
- Quality Level
  - Include Quality Level on each point to provide information about the confidence of the utility.
- Point Sub-Code
  - The sub-code is information supplementing the Survey Code. These are mainly material, but also contain specific item names which are part of multiple survey codes.
- Point Location
  - A code that defines the point of reference for the survey information. The location is used to define the origin of the feature, which translates to the precise location of the asset.
- Description
  - The description will vary depending on the survey code.

FIGURE 2 {Example}

Survey Code		Quality Level		Point Sub-Code		Point Location				
Pcode	Full Description	Name	Code	Pcode	Full Description	Pcode	Full Desc.	X	Y	Z
274	Handhole	{Quality Level A}	{A}	304	Tile	{356}	{Invert}			
275	Double Handhole	{Quality Level B}	{B}	328	Meter	{703}	{Topo Survey Point}			
276	Heavy Duty Handhole	{Quality Level C}	{C}	334	Regulator	{761}	{Bottom}			
280	Junction Box	{Quality Level D}	{D}	340	Tee	{767}	{Center}			
281	Above Grd Splice Box			341	Valve	{792}	{Floor}			
282	Splice Box - Electrical			345	Vault	{793}	{Flowline}			
283	Splice Box - Telephone			383	Cleanout	{861}	{Top}			
284	Splice Box - Cable TV			753	Aluminum					
300	Culvert - Pipe			762	Brick					
301	Culvert - Pipe Arch			766	Cast Iron					
302	Culvert - Pipe Elliptical			772	CMP					
303	Culvert - Box			773	CMP Arch					
306	Catch Basin			774	Concrete					
308	Drop Inlet			784	Ductile Iron Pipe					
309	End Section Flared			804	Iron					
310	End Section Flared with Grate			806	Metal					
339	Standard Inlet			836	PVC					
342	Valve Box			840	RCP					
351	Manhole			841	RCP Arch					
922	Cable TV, Under Ground - MAIN			865	Vitrified Clay					
923	Cable TV, Under Ground - FEED			866	Vitrified Clay Encased					
925	Cable TV, Under Ground - FIBER									
932	Electric, Under Gr. - MAIN									
933	Electric, Under Gr. - FEED									
942	Gas, Under Ground - MAIN									
943	Gas, Under Ground - FEED									
951	IDOT Electric, Under Gr.									
953	IDOT Telecom. Under Gr. Ground									
958	ISHTA, Fiber, Aboveground									
959	ISHTA, Fiber, Underground									
960	Sanitary Sewer - MAIN									
962	Storm Sewer - MAIN									
972	Telephone, Under Ground - MAIN									
973	Telephone Under Ground-FEED									
975	Telephone, Under Ground - FIBER									
980	Water - MAIN									
990	Duct Bank									

2.4.3 Open Cut Utility Installation As-Built

- XYZ coordinate measurements will be taken every 25’ and at every change in direction.
- Record the outside dimensions of any utility structure and the xyz coordinate of the top of structure and the top of the utility conduit, pipe or duct bank connected to the structure.
- Record the conduit, pipe or duct bank outside dimension and record the xyz coordinates of any points where the dimension increases or decreases.

2.4.4 Horizontal Directional Drilling As-Built

- Measure outside diameter of casing pipe or carrier pipe (if no casing).
- Measure x,y,z Datum Coordinates where it enters and exits the drilling pits.
- For collecting coordinates, from the directionally drilled conduit or casing, the utility may make use of an electromagnetic (EM) detection method at the ground to designate the x,y z coordinates of a sonde that is attached to the HDD Bore head. When safe to do so, these may be recorded and marked by paint on the ground at specific intervals (usually when the pit crew staff are adding consecutive drill stem sections). The subsurface from the depth of the bore head can be calculated from the Inertial Measurement Unit (IMU) for each surface mark. An HDD bore log is kept for recording bore-head distance and corresponding depth observations. The subsurface depth of the bore head can be calculated from the IMU for each surface mark. Electromagnetic locating equipment using an EM sonde attached to the bore-head typically provides an estimated depth at each observation point.

2.4.5 Jack and Bore As-Built

- Measure x,y,z Datum Coordinates where it enters and exits the Jacking and Receiving pits.
- Measure outside diameter of casing pipe if utility will be in casing or carrier if utility will be in casing or carrier pipe if utility will be uncased.

2.5 Right-of-Way Occupancy

Permits are issued by the Illinois Tollway to allow utility companies and municipalities, providing a service to the general public, to cross the Illinois Tollway with their facilities. Service to the general public include gas, electric, phone, cable TV, fiber optic cable, petroleum pipelines, water pipelines, sewers, storm water tunnels, signal lines and other services where the sole purpose of crossing the Tollway is to continue service. These types of permits are considered to be a public benefit and permit fees are generally waived. Where such facilities are constructed or relocated on Illinois Tollway Right-of-Way or easement, they shall be installed in a manner to comply with these regulations and the regulations of any other body having jurisdiction.

2.6 Relocations

Rrelocation, or alteration of a utility's facility shall be made based on the best engineering solution as may be mutually agreed upon after thorough study. In the event there exists a difference of opinion between the Illinois Tollway and the utility as to the necessity for removing, relocating, or changing facilities or providing temporary facilities at any location, the final decision shall rest with

the Illinois Tollway. The use of temporary facilities is optional and shall be determined based on reasonable practices with respect to the need pertaining to the individual installation. A utility shall not be required to suspend or curtail service to its customers except for necessary interruptions.

2.7 Removal and Abandonement of Utilities

Utility facilities that are to be taken out of service permanently, shall be removed from the ground or properly abandoned in place. Utilities Abandoned in-place shall be lugged at both ends and filled with CLSM (Controlled Low-Strength Material). This process is designed to help avoid future subsidence as the line deteriorates after abandonment. The utility shall restore the ground surface to its origibnal condition after removal or abandonement operations are completed.

2.8 Reimbursements

The Illinois Tollway will reimburse utility companies for work when both of the following circumstances exist:

- Utility facilities existed prior to original construction of the Illinois Tollway
- Utility removal or relocation is necessitated by Tollway improvements.

Reimbursement shall include planning and engineering made necessary by construction or improvement of the Illinois Tollway. The utility shall provide all documentation required by the Illinois Tollway to verify the utility's reimbursement request and process payment to the utility. The cost of betterments to facilities, or of added or spare capacity, or the relocation in part of facilities associated with but not located on or immediately adjacent to the Illinois Tollway and performed for others shall be paid solely by the utility.

The Illinois Tollway shall reimburse the utility where the Illinois Tollway determines that the removing, rearranging, relocating, or changing of facilities or providing temporary facilities is necessary for Illinois Tollway purposes. However, the utility will not begin the work without first obtaining a Notice to Proceed, if on Illinois Tollway property or easement, from the Illinois Tollway Chief Engineering Officer or duly assigned designee. For those portions of the utility work that are not located on Tollway Right-of-Way, the utility will be responsible for obtaining proper permits and permissions from the government agency or property owner.

The Illinois Tollway will not reimburse the utility for any arrangement of facilities made solely for the convenience of any Illinois Tollway contractor or private interest. In the event the Illinois Tollway authorizes a utility to install new facilities which do not replace existing facilities, all costs of such installations and subsequent relocations shall be paid by the utility. Installations for service to the Illinois Tollway or to a customer located within or partly within the right-of-way shall be made and paid for by the Illinois Tollway in accordance with the utility's applicable service rules and extension policy.

2.9 Restriction Against Varied Use

The facility shall be used for the purpose for which the installation was authorized. Any changes in use, including any change of transmittance, increase in the working pressure, or added capacity shall require approval by the Illinois Tollway Board of Directors or duly assigned designee.

2.10 Insurance

Each utility engaged in construction or maintenance work on its facilities located on or above the property of the Illinois Tollway shall comply or require its contractors to comply with the provisions of the Workman's Compensation Act of the State of Illinois (111. Rev. Statures 1965, Chapter 48, Section 138 to 172 incl.). Each utility, before beginning work on or above Illinois Tollway Right-of-Way, shall promptly furnish the Illinois Tollway with evidence of insurance coverage in such amounts as the Illinois Tollway shall require or shall otherwise, in a manner acceptable to the Illinois Tollway, indemnify and save harmless the State of Illinois, the Illinois State Toll Highway Authority, its General Engineering Consultant and its Program Management Office from any loss or claim resulting from the following:

- Loss of life, personal injury, or damage to property as the result of the operations of a utility or its contractors in constructing, rearranging, maintaining, or removing any utility facilities.
- Loss of life, personal injury, or damage to property resulting from the failure of utility facilities located on or above Illinois Tollway property.

2.11 Parallel Occupancy

Parallel occupancy on Illinois Tollway Right-of-Way is generally not permitted. Requests for parallel occupancy may be considered on a case-by-case basis.

The applicant shall satisfactorily demonstrate that the accommodation will not adversely affect the safety of the Illinois Tollway or its patrons, that alternate locations are not available, and that the accommodation will not adversely affect the design, construction, operation, maintenance, stability, or future expansion of the Illinois Tollway. Parallel installations, if approved, shall be located as far as possible from the Illinois Tollway traffic lanes and shoulders.

The Illinois Tollway will not allow utilities within the median area. The parallel occupancy of pressurized gas and oil or chemical product pipelines will not be allowed. Service connections to adjacent properties from parallel water, oil or gas pipelines, electrical lines and communication lines shall not be permitted.

SECTION 3.0 UTILITY CONSTRUCTION REQUIREMENTS ON ILLINOIS TOLLWAY RIGHT-OF-WAY

3.1 Locating Existing Utilities

3.1.1 JULIE or 811 Chicago (Digger)

The relocation of a utility requires the utility to know the location of any and all other utilities that may interfere with the relocation. Therefore, a utility shall confirm the location of other utilities prior beginning relocation work. Illinois law requires all persons digging, regardless of the depth of the project, to call 811 (the national call-before-you-dig phone number) or the Joint Utility Locating Information for Excavators (JULIE - the State-Wide One-Call Notice System) at 1-800-892-0123 or for working in Chicago, at 1-312-744-7000, at least 48 hours (two working days – excluding Saturday, Sunday, and holidays) prior to the start of excavation and to begin that excavation project within 14 calendar days from calling JULIE or 811 Chicago (Digger). Failure to contact JULIE or 811 Chicago (Digger), prior to excavation in accordance with the law can result in financial penalties that vary for each separate instance in which the requirement is not met. This law is enforced by the Illinois Commerce Commission, not JULIE. To contact JULIE, follow the link to JULIE's website: https://www.illinois1call.com.

Be aware that the JULIE service is a membership service that notifies and supports its members for a fee. Not all utilities or entities are members of JULIE, and it is the excavator's responsibility to confirm the location of existing utilities and meet requirements before digging. In addition, please note that the Illinois Tollway and many municipalities are not members of JULIE and therefore specific requirements for each must be met.

3.1.2 Tollway Locates

Illinois Tollway operational facilities include but are not limited to toll highways, bridges, overhead sign structures, cantilever sign structures, overhead pedestrian walkways, plaza canopies, buildings, Electronic Toll Collection (ETC) monotubes and frame structures, fiber optic cable, multi-mode cable, Digital Message Signs (DMS), cameras, Vehicle Detection Sensors, telecommunication cable, electrical (overhead and underground), water and sewer. Illinois Tollway Operational Facilities are installed along and across the right-of-way on the Illinois Tollway system.

The Contractor or Subcontractor performing work for the utilities shall have all known Illinois Tollway facilities located at all times in the general area of the facility. The location of the Illinois Tollway's fiber optic cable, as well as other Illinois Tollway facilities, is not available through the JULIE system. The Contractor shall coordinate with the Illinois Tollway to determine the location of these facilities. The Contractor shall initiate the locate process for the Illinois Tollway facilities by completing a New Application Request online at https://www.illinoisvirtualtollway.com/DoingBusiness.aspx . The utility locate and subsequent refreshes are valid for 28 days and shall be transmitted at least two (2) business days prior to starting any underground operations, excavations or digging of any type in the general area of the Illinois Tollway facility. If outside factors (weather, construction activity or vandalism) at the dig site have caused the markings to become disturbed and/or indistinguishable, a request for

remarks/refresh is required. Any questions or problems please direct to: Illinois Tollway Underground Facility Locates: Phone: 630.241.6800 Extension: 4860 Fax: 630.271.7568 Email: locates@getipass.com.

3.2 Illinois Tollway's Fiber Optic System

The Illinois Tollway's fiber optic system is a utility facility providing service to the Illinois Tollway and other companies who own or lease fiber optic cable located on the Illinois Tollway system. The utility Contractor is responsible for coordinating and scheduling its work so as not to interfere with any fiber optic system adjustment or relocation work to be performed by or on behalf of the Illinois Tollway. The utility Contractor shall scheduleand coordinateits work with any Illinois Tollway construction taking place in the vicinity. All aspects of the utility Contractor's responsibilities as they relate to the Illinois Tollway facilities are specified in Article 105.07 of the Illinois Tollway Supplemental Specifications. The Contractor shall immediately notify the Illinois Tollway Project Manager, Fiber and Utility Group in the event the fiber optic cable is damaged or has been exposed during construction. In Cases of damage, the Contractor shall be responsible for all costs incurred in connection with the repair, restoration, and testing of the system to ensure it is operational and in the same condition as prior to the utility Contractor-caused damage.

3.3 SUE (Sub-surface Utility Engineering)

Verifying the location and elevation of existing utility lines via non-destructive excavation, such as hydro excavation, is typically performed to preserve the integrity of the utility.

Preliminary investigative engineering focused to pinpoint areas of conflict between existing and proposed facilities and limit additional costs for relocations and/or designs.

3.4 Communication

Communication throughout a project on Illinois Tollway Right-of-Way shall be maintained throughout the project from start to finish. The Illinois Tollway recommends consistent meetings (bi-weekly) between a utility, its Contractor, and the Illinois Tollway to maintain the level of communication desired.

As the Illinois Tollway is unable to give a Notice to Proceed to a utility when it crosses over onto another government's right-of-way, there may be times when coordination is necessary among various government agencies. When a project involves other government agencies such as the Illinois Department of Transportation (IDOT), there shall be meetings between a utility, the Contractor, the Illinois Tollway, and the other government agency (or agencies) to discuss the project. A utility shall not begin work on the project without receiving approval from all necessary governmental agencies in the form of a Notice to Proceed.

3.5 Underground Facilities

Whenever possible underground facilities shall cross the Illinois Tollway near grade separation structures or at locations where the toll highway is in shallow cut or embankment. Where underground facilities will cross the Illinois Tollway at points of deep cut, the work should be closely coordinated with construction of the Illinois Tollway. Where underground facilities cross paved areas, shoulder areas, and the median within the Illinois Tollway Right-of-Way the facilities shall be carried in conduit or casings made of long-life material having sufficient strength to

withstand the traffic loads and all other such loads which may be superimposed upon them.

3.5.1 Underground Utility Construction Near Illinois Tollway Structures

- Any existing underground facility that passes under the Tollway at an overpass structure need not be relocated unless such facility interferes with the construction of the toll highway, bridge footings or foundations or will be affected by a grade change in the local road. Existing grade and type of construction will be satisfactory if the facility in its original or altered location passes under the structure in a location in which no disturbance of the structure or essential portion of the toll highway would be necessary to effect repairs.
- Proposed buried non-pressurized utility installations under Illinois Tollway bridges shall be no closer than 2 feet laterally to the edge of footing and shall be above the footing; or 5 feet laterally to piles.
- Proposed buried pressurized utility installations under Illinois Tollway bridges shall be no closer than 7 feet laterally to the edge of footings or piles and shall be cased for a minimum of 25 feet past the ends of the footing or first and last pile.
- Proposed utilities crossing under Tollway retaining walls are generally not allowed but could be considered under certain conditions.

3.5.2 Requirements for Casing

- Telephone, Communication, and Electrical (less than 138Kv) lines. May be cased or non-cased provided the installation complies with the depth of cover specified herein. Horizontal Directional Drilling or Pipe Jacking is required when crossing under Illinois Tollway pavement. The casing or carrier pipe shall be designed to support the load of the toll highway and superimposed loads thereon, including the weight of construction equipment.
- Water Mains. May be cased or non-cased provided the installation complies with the depth of cover specified herein.
    - If a carrier pipe is installed within a casing pipe, the ends of the casing pipe shall be sealed, and vents shall be provided.
    - Vents will be located outside of the Illinois Tollway Right-of-Way if feasible.
    - Uncased carrier pipe may be installed by Horizontal Directional Drilling (HDD).
    - Valves shall be provided at both sides of the crossing, off the Illinois Tollway Right-of-Way, for isolating the pipe when leaks occur.
- Force Mains (Sanitary and Storm) may be cased or non-cased provided the installation complies with the depth of cover specified herein.
    - Casing, if provided, of force mains may be steel or concrete pipe.
    - All force mains that are encased in steel casing or concrete pipe shall be vented. Vents will be located off the Illinois Tollway Right-of-Way, if feasible.
    - Cathodic protection of steel casing shall be required.
    - Gravity Storm Sewer and Sanitary Sewer may be uncased.
- Crude Oil and Oil Product Lines. All product lines carrying non-explosive transmittance may be encased in either steel casing or concrete pipe and vented.
    - Uncased steel carrier pipe may be installed by Horizontal Directional Drilling (HDD). A cathodic protection system shall be provided for any uncased steel carrier pipe.
    - Cathodic protection of steel casing shall be required.

- Gas Lines may be cased. Non-cased will be considered on a case by case basis.
    - Uncased steel carrier pipe may be installed by Horizontal Directional Drilling (HDD). A cathodic protection system shall be provided.
    - Plastic gas mains (except for plastic service lines) shall not be installed on Illinois Tollway property.
    - Pressure regulating equipment, expansion heaters and valves, (except for service regulators and valves), shall not be located on Illinois Tollway property. Fittings that will allow the installation of a stop shall be installed at both ends of the Right-of-Way where gas lines cross the Illinois Tollway.
- Hazardous Transmittance. Hazardous transmittance is those which are flammable, corrosive, expansive, energized, and/or unstable. All pipelines carrying hazardous transmittance shall be encased in steel casing and vented.
    - Cathodic protection of steel casing shall be required.

The following materials may be considered for Casing pipe depending on the utility type: High Density Polyethylene Pipe, Fusible PVC, Medium Density Polyethylene Pipe, Steel, or an approved equivalent. Casing pipe shall be rated to carry the same internal and external pressures as the carrier pipe.

When casings are utilized, they shall extend to the Right-of-Way line. However, when not practical, the casings shall be of sufficient length to extend ten feet outside of drainage ditches or toe of embankments. All cathodic protection systems and test facilities shall be accessed outside of the Illinois Tollway Right-of-Way. All joints shall be watertight, and the casings shall be sealed on both ends with a flexible material to prevent flowing water and debris from entering the annular space between the casing and the carrier. Vents should be provided on both ends of the casing. Vent standpipes should be located and constructed so as not to interfere with maintenance or use of the highway nor to be concealed by vegetation; preferably they should stand just outside the Illinois Tollway Right-Of- Way fence.

Should a failure occur during casing installation, the defective pipe shall be abandoned, filled, and a replacement pipe shall be installed by the methods outlined above. Carriers noted above will not be supported from the superstructure or substructure of any Illinois Tollway owned structure. Gas pipelines shall be made of steel and epoxy coated.

3.5.3 Methods of Installation

- Open Cut Requirements
  Open Cut installation of utilities will not be allowed across any existing pavement in the Tollway Right-of-Way. Open Cut construction may be allowed in areas outside of pavement provided that any planned future use of the area will not be encumbered by the utility. Open cut construction shall be in accordance with approved methods in conformance the *Illinois Department of Transportation Standard Specifications* or *Road and Bridge Construction*. The pipe, conduit, or duct bank foundation shall be well compacted sand or fine gravel of at least one inch in depth below the pipe and so placed that at least the lower one-half (1/2) of the pipe will be uniformly supported for its entire length. Care shall be taken to compact the material under the haunches of the pipe.
  Compaction of backfill shall be in accordance with the *Illinois Department of Transportation Standard Specifications* or *Road and Bridge Construction*. Material excavated from trenches or other sources and approved by the Illinois Tollway as suitable may be used for backfilling. Excess trench excavation shall be disposed of outside the

Illinois Tollway Right-of-Way. In no event shall the Illinois Tollway pavement or the granular subbase under the pavement or the paved shoulder be removed or disturbed during the installation of utility facilities.

- Horizontal Direction Drilling (HDD) Requirements.
  - HDD will be allowed for utility crossings under Illinois Tollway Pavement. Pits for the drilling operation should be located 25’ beyond the ditch line in cut areas and 25’ beyond the toe of slope in fill areas. The pits will be no closer than 30’ from the edge of shoulders. No pits will be allowed in the median.
  - If an obstruction is hit during construction and the bore is to be abandoned, the void and/or abandoned casing shall be filled immediately with flowable fill.
  - For horizontal directional drilling in addition to the permit plan requirements, the utility shall furnish a bore plan for approval. This plan shall include, but is not limited to the following:
    - Boring Machine type and model
    - Location of all proposed boring entry and exit pits.
    - Entry angle (%) with respect to the existing ground.
  - The minimum depth of cover under the Illinois Tollway Pavement shall be 12’ from the top of the pipe to the top of pavement.
  - The utility company shall continuously monitor the location and alignment of the pilot drill progress to ensure compliance with the proposed installation alignment and to verify the depth of the bore. Monitoring may be accomplished by computer generated bore logs which map the bore path based on information provided by the locating/tracking system.
  - Ensure adequate removal of soil cuttings and stability of the bore hole by monitoring the drilling fluids during the pilot bore, back reaming, and pipe installation.
  - Ensure that all drilling fluids are removed and properly disposed of off Illinois Tollway property at an appropriate facility.

- Jack and Bore Requirements
  - Soil Investigation:
    - Borings shall be taken at the jacking pit and receiving pit.
    - A geotechnical report shall be submitted to the Illinois Tollway. A dewatering plan shall be supported by a geotechnical report and recommendation.
    - The proposed casing shall be plotted on the boring logs at the current elevation.
    - The water table shall be clearly shown and defined on the boring logs.
    - The Illinois Tollway will not allow casings to be bored and jacked through non-cohesive (sandy, granular) soils where the water table is above the bottom of the casing without dewatering the site. If the area cannot be dewatered, bored and jacked casing will not be allowed. In the event the work is underway, and water is encountered, work will be stopped, the bore shall be stabilized, a dewatering plan shall be submitted, reviewed, approved, and implemented before the work will be allowed to proceed.

        - Casings will not be installed in granular soils that contain cobbles and large rocks except by hand mining or pipe ramming. Machine boring and jacking will not be allowed.
    - This method shall consist of pushing the pipe with a boring auger rotating within or ahead of the pipe to remove the spoil. The cutting head face shall not exceed the outside diameter of the pipe by over one-half inch.
    - Casings shall have 1 inch diameter (minimum) grout holes installed 10 to 15 feet apart and located near the top of the casing to allow the space between the soil and the casing to the grouted solid. The grout holes shall be installed before the casing is installed. The contractor may be required to remove the auger from the casing for inspections at any time.
    - If a large void is detected, work on the project will be stopped, accessible areas shall be filled with grout and the toll highway shall be pressure grouted through the pavement.
    - The use of water jetting to install casing or remove spoil is prohibited.
    - Jack and Bore installation will be allowed for utility crossings under Illinois Tollway Pavement. The jacking and receiving pits for the jacking operation should be located 25’ beyond the ditch line in cut areas and 25’ beyond the toe of slope in fill areas. The pits will be no closer than 30’ from the edge of shoulders. No pits will be allowed in the median.
    - Once started, the jacking operation will run continuously 24 hours a day until completed.
    - For Jack and Bores, in addition to the permit plan requirements, the utility shall furnish a jack and bore plan for approval. This plan shall include, but is not limited to the following:
        - A plan showing Jacking and receiving pit location and shoring.
        - Boring machine type and model
    - The minimum depth of cover under the Illinois Tollway Pavement will be 12’ from the top of the pipe to the top of the pavement.

3.5.4 Minimum Cover Requirements

Underground facilities shall be installed at sufficient depths to clear Illinois Tollway underground facilities and appurtenances, for example, catch basins, drainage pipes, fiber optic lines, etc. No underground facility shall pass under Illinois Tollway Pavement with less than twelve feet (12’-0”) of cover from the top of the casing, pipe, or conduit to the top of the pavement. Depth of cover under the median ditch of the Illinois Tollway shall be no less than seven feet (7'-0") from the lowest bottom elevation of the ditch to the top of the utility. If storm sewers are present in the median, cover shall be at least 4’ from bottom of the storm sewer to the top of the proposed utility. Ditches shall have at least four feet (4'-0") of cover measured from top of casing, pipe, or conduit to Illinois Tollway grade or bottom of ditch, whichever is applicable.

3.5.5 Manholes and Sewers

Manholes shall be located outside of the Illinois Tollway Right-of-Way. Manholes shall be constructed so as not to interfere with the operation of Illinois Tollway maintenance equipment. Where conditions require construction of a foundation, sewers crossing under the Illinois Tollway shall be set in continuous concrete bedding or casing pipe. All joints shall be watertight, and

manholes shall be located outside of the Right-of-Way lines. Construction of sewer crossings shall be in conformity with Illinois Tollway specifications and this policy. Where existing sewers cross the Illinois Tollway in cut and where additional cover is required, the sewer shall be lowered, if practicable. It is desirable that gravity drainage be maintained, but where such is impossible or impracticable, relocations or the use of a siphon or lift station shall be studied.

3.5.6 Identification of Facilities

All underground utility facilities shall be clearly marked at the Right-of-Way fence lines at both ends of the crossing. The markers shall indicate the nature of the facility and where additional pertinent information concerning the facility may be obtained. Markers should indicate:

- Pipeline Identification
- Pipeline Station
- Owner of Pipeline
- Location of Local Office
- Telephone number
- Depth of Carrier
- Size of Carrier
- Pressure of Carrier
- Contents of Carrier
- Potential of Wires and Cables in Conduit
- Illinois Tollway Agreement or Permit Number

3.6 High Voltage Transmission Facilities

3.6.1 Requirements

All underground power and communication facilities shall be of sufficient strength to support the dead and live loads imposed upon them.

Electrical power lines may cross the Illinois Tollway Right-of-Way underground only if the operating voltage is less than or equal to 138KV unless approved otherwise.

The installation of underground high voltage cables, Above 138 KV impose more limitations on Illinois Tollway improvements when compared to overhead line (OHL) installation. Therefore, OHL installation is the preferred option in this case. As soon as an underground high voltage installation is deemed necessary, coordination with the Illinois Tollway is required to enable early evaluation of such installation. The utility company shall provide justification for underground installation, other options considered and why those options are less desirable than underground installation and measures taken to prevent any impact to the Illinois Tollway system.

In addition to providing justification, on why high voltage transmission lines cannot be installed on Overhead Lines, the following shall be provided:

- Electromagnetic interference calculations to ensure that no damage will be caused to any Illinois Tollway facilities, utilities, or any other facilities within the Illinois Tollway right-of-way or immediately adjacent to the Illinois Tollway right-of-way
- Right-of-way Survey
- Plans showing cable route and infrastructure locations in plan and profile view with clearances called out to Illinois Tollway facilities and existing utilities
- Cable, duct bank, and casing specifications
- Installation details
- Maintenance details related to protection, testing and monitoring systems
- Public safety measures
- Backup plans in case of cable failures
- Cable duct system design with spare ducts to minimize future construction disruptions
- Plan for backup feeders, where feasible, in the event of conflicts with future Illinois Tollway improvements.
- Online monitoring, advanced protections, fault locators, and route markers/signage to reduce cable faults.

3.6.2 Location of Supporting Structures

No poles or towers will be permitted within the Illinois Tollway median. This does not preclude the possibility of placing towers or wooden structures supporting high-voltage lines within large interchange areas where complete relocation of facilities might prove uneconomical. Generally, poles, towers and guys shall be placed outside the Illinois Tollway Right-of-Way.

3.6.3 Overhead Facilities at Overpass Structures

Facilities crossing Illinois Tollway Right-of-Way along an intersecting toll highway shall be installed underground near the overpass structure unless the Tollway waives this requirement.

3.6.4 Overhead Facilities at Underpass Structures

All facilities occupying Illinois Tollway Right-of-Way along an intersecting local road shall cross beneath the Illinois Tollway Right-of-Way unless the Illinois Tollway waives this restriction.

3.6.5 Clearance and Structural Requirements

All aerial and underground installations on Illinois Tollway Right-of-Way shall conform to the minimum requirements of General Order 160, of the Illinois Commerce Commission has made effective on May 1, 1947, and amended thereafter, with the following additional provisions:

- **Clearances.** General Order 160 and as revised shall be the basis for determining allowable minimum clearances for aerial crossings over the traveled Right-of-Way of the Illinois Tollway. No clearance shall fall below 22'-0".
- **Construction Grades.** Where Grade "N" construction is required at crossings, the loadings used in design shall be at least equal to those required for Grade "C"

construction.

- **Factor of Safety.** Factors of safety for all component parts of a facility crossing the Illinois Tollway, namely poles, cross arms, guys, insulators, and conductors (where Grade "N" construction is specified) shall be at least equal to those specified for Grade "C" construction.

SECTION 4.0 PROVISIONS FOR RELOCATION EXISTING FACILITIES ON ILLINOIS TOLLWAY DURING CONSTRUCTION OF THE ILLINOIS TOLLWAY

4.1 Procedure

During construction periods (present or future) of the Illinois Tollway all removals, rearrangements, relocations, or alterations to the existing facilities of any utility, made necessary by the construction of the Illinois Tollway, will be authorized by and agreement or agreements approved by the utility and the Illinois Tollway Board of Directors or duly assigned designee. A general plan showing the location of the utility facility with respect to the Illinois Tollway will be submitted to the utility together with a notification of utility interference. All supporting documentation estimates of rearrangement, or replacement costs and plans covering the requirements at each crossing or Right-of-Way occupancy, shall then be prepared by the utility, and shall be submitted to the Illinois Tollway. The Illinois Tollway DSE shall review the supporting documentation and forward a recommendation regarding approval to the Illinois Tollway. The applicable portions of the requirements specified in Section 3.0 will be followed.

4.2 Inspection

All relocations or alterations of a utility facility necessitated by Illinois Tollway construction and subject to reimbursement under this policy shall be inspected by the Illinois Tollway CM to assure that all construction is in accordance with requirements as specified in documents accompanying the Order for utility work. The Illinois Tollway shall decide all matters in dispute which affect the Illinois Tollway. The Illinois Tollway's decision shall be final, and the utility shall notify its personnel, representatives, and its contractors.

Non-compliance may be cause for the Illinois Tollway stopping the work until the utility complies with the Illinois Tollway's decision. Inspection by the Illinois Tollway does not relieve the utility from its responsibility for assuring that the work is completed as specified.

SECTION 5.0 PROVISIONS FOR INSTALLING UTILITY FACILITIES ON EXISTING ILLINOIS TOLLWAY RIGHT-OF-WAY

5.1 Authorization

Construction of new facilities or a change in existing facilities on Illinois Tollway Right-of-Way requires a formal permit approved by the Illinois Tollway Board of Directors or duly assigned designee. The applicant shall first file a Permit Application for such facilities with supporting data and drawings as the Illinois Tollway may request. No work shall be performed by a utility on Illinois Tollway Right-of-Way until a formal permit has been issued by the Illinois Tollway and the work is authorized in writing.

5.2 Regulations

The Toll Highway Act, this policy, utility agreements, the Illinois Tollway Standard Specifications and any other applicable rules, regulations and policy of the Illinois Tollway shall apply to the installation of facilities on Illinois Tollway Right-of-Way.

5.3 Procedure

Perrmit applications are available on the Illinois Tollways website.

Upon receipt of a written request from the applicant of a utility, the Illinois Tollway will furnish the applicant with three copies of the Illinois Tollway's Application for Permit. Plans of the existing toll highway and structures are available online. The Illinois Tollway assumes no responsibility for the accuracy and/or completeness of these drawings. Three copies of the Application for Permit together with three copies of the contract plans and specifications showing a plan and profile view of the proposed crossing shall be submitted to the Illinois Tollway Chief Engineering Officer or duly assigned designee. Applications for pipelines carrying transmittance under high pressure shall be accompanied by complete data on the pipeline pressure range and the fabrication and construction of the carrier. Fiber optic cable, when installed by a properly regulated utility company or used in the best interest and for the benefit of the public, shall be subject to the provisions of this policy relating to communication lines.

Before a permit to discharge storm water into the Illinois Tollway's drainage system will be approved, the applicant shall satisfactorily demonstrate to the Illinois Tollway that there is no other feasible alternative to discharging storm water into Illinois Tollway's system. If the Illinois Tollway storm water facilities do not have sufficient capacity to accommodate the applicant's proposed discharges without adverse impact, such discharge will be disallowed. Storm water will be accepted only at a location where it would have entered the Right-of-Way under natural conditions. The following will not be allowed to discharge to the Illinois Tollway Right-of-Way:

- Storm water from outside storage, vehicle maintenance, waste treatment, refueling facilities, and areas not naturally tributary to the Illinois Tollway's Right-of-Way
- Storm water from depressional areas with no surface outlet to the Illinois Tollway Right-of-Way
- Sanitary and combined sewer discharges.

The applicant shall submit a copy of the legal description and proof of ownership of the subject

property. The storm water permit shall be recorded on the applicant's title to the property. Any unpaid permit fees shall become a lien against the applicant's property.

The terms, conditions, and provisions contained in the Illinois Tollway Storm Water Permit Application Instructions, a true and accurate copy of which will be provided to the applicant are and made a part of the permit, shall be covenants running with the land and inure to the benefit of and are binding upon the parties to this permit, their successors, and assigns. It is expressly agreed by the parties that all unpaid permit fees shall be a lien against the property, both real estate and any improvements erected thereon, benefited by this permit. Further, where the owner and/or in interest is a club, association, or similar entity (for example, condominium association) any unpaid permit fees shall be a lien against each individual unit in an amount proportionate to the total number of units comprising the association. Additionally, should it become necessary to pursue legal proceedings to enforce this covenant, interest shall be due and payable on any unpaid balance at the rate of 9% annum, from the permit fee due date to the date of judgment.

5.4 Approval by Illinois Tollway

Illinois Tollway approval for a proposed location of the utility crossing or facility installation shall be by Resolution adopted at a regularly scheduled meeting of the Illinois Tollway Board of Directors or duly assigned designer.

5.5 Emergency Repair

In an emergency, a regulated utility company must get clearance from the Fiber Optic Maintenance and Management (FOMM) contractor before proceeding with any repairs. The Illinois Tollway FOMM will promptly respond and once the Illinois Tollway facilities have been identified and located, will provide approval for the emergency repair work to proceed. If the emergency repair work would normally require a permit, the utility company shall submit the permit request no later than 24 hours after the emergency repair commences.

5.6 Fees

The Illinois Tollway incurs cost due to the installation of utilities installed according to a policy approved by the Illinois Tollway. Therefore, the Illinois Tollway charges the applicant an Engineering Review Fee. The Engineering Review Fee compensates the Illinois Tollway for costs associated with plan review, inspection, document preparation and permit processing.

For more information on fees see the Illinois Tollway’s fee policy.

5.7 Submittal of Bonds

A Permit Bond shall be furnished by the utility owner in an amount specified by the Illinois Tollway to indemnify the Illinois Tollway against any loss or damage of any kind during the installation of the utility crossing and to guarantee the satisfactory restoration of Illinois Tollway property upon completion of the work. The Permit Bond shall be for a period of years specified by the Illinois Tollway beginning with the date of commencement of construction work. The Illinois Tollway will accept a blanket bond for multiple crossings.

5.8 Issuance of Permit

After the Illinois Tollway receives the Permit Bond, Certificate of Insurance, and any applicable fees, the Permit (See Appendix) will be issued to the applicant. The Permit will specify a completion date by which the utility's crossing installation work shall be completed. Permits for pipeline crossings will specify the transmittance (or class), the maximum working pressure, and the design standards of the carrier.

5.9 Commencement of Work

The utility shall notify the Fiber, Permits and Utilities Section of the Illinois Tollway Planning Department in writing of its installation start date three days prior to the commencement of construction or as otherwise specified in the Permit.

5.10 Deliverables

For Illinois Tollway improvement projects, the DSE is required to inform the utilities of a potential interference as soon as possible after they begin design work (see the Illinois Tollway's Design Section Engineers Manual for additional information). Below is a brief explanation of the various sets of plans that would be required for a utility with interference during a planned project.

5.11 Existing Utility Plans

These plans show the current utilities that are crossing and using the Illinois Tollway Right-of-Way within the project limits. Generally, as-built plans are used to identify the various utilities within the project limits. However, a utility may be required to call JULIE or DIGGER to survey their utility location to show on the existing utility plans. These plans are required for the DSE to identify potential conflicts with the contract project. It is the responsibility of a utility to verify and/or provide the following information on its utility facilities to the DSE:

- Type
- Size
- Vertical and horizontal location
- Information on retired/abandoned facilities

These plans will help identify possible and probable conflicts with the proposed improvements.

5.12 Preliminary Plans

Upon identifying an interference or conflict with the Illinois Tollway's proposed improvements, a utility company shall relocate the utility line in conflict and prepare relocation plans. During relocation, a utility might decide to disengage and abandon a line or remove the previous line rather than fully relocate the facility, (for example, removing the line and replacing it outside of the project limits). The Preliminary Plans are meant to be 60% complete of the final design of the relocation of a utility. A utility is expected to give contact information including:

- Company
- Contact person

- Phone number
- Email
- Address

To be used in the Utility Matrix in the Contract Plans that the DSE will submit to the Illinois Tollway. For more information on the general design of utility plans see the Illinois Tollway Design Section Engineers Manual.

5.13 Prefinal Plans

After the Illinois Tollway reviews the Preliminary Plans, any comments on the Preliminary Plans shall be addressed, and the proposed utility plans are to be 95% complete of the final design of the utilities. For more information on the general design of utility plans, see the Illinois Tollway Design Section Engineers manual.

5.14 Final Plans

After the Illinois Tollway reviews the Prefinal Plans, any comments on the Prefinal Plans shall be addressed, and the proposed utility plans are to be 100% complete of the final design of the utilities with all appropriate forms completed prior to construction. For more information on the general design of utility plans, see the Illinois Tollway Design Section Engineers manual.

5.15 Traffic Control

The Contractor's operation shall be conducted in a manner least disruptive to the Illinois Tollway's patrons. Lane closures, if indicated in the permit, will only be allowed in the vicinity of the construction work, provided the required signs and barricades, etc., are erected. Maintenance of Traffic shall be in accordance with the Illinois Tollway Supplemental Specifications and the Roadway Traffic Control and Communications manual including sections pertaining to penalties regarding non-compliance and failure to respond. A Maintenance of Traffic plan shall be submitted if required by the Illinois Tollway. The applicant and/or contractor shall furnish, erect, maintain, and remove all barricades, signs, lights, etc. A flagman shall be provided at any location where construction vehicles enter or leave the Illinois Tollway. All signs shall conform with those currently in use by the Illinois Tollway. No equipment shall be stopped on or operated from the pavement. No materials or stockpiles shall be placed or stored within 30' of the edge of pavement.

5.16 Conformance with Illinois Tollway SWPPP

A utility shall conform with the Illinois Tollway’s Stormwater Pollution Prevention Plan (SWPPP) as outlined in the Illinois Tollway’s Erosion and Sediment Control, Landscape Design Criteria manual.

5.17 Inspection of Work Site

Representatives of the Illinois Tollway may inspect the utility's crossing site and operations any

time during construction to ensure that the utility and its Contractor are complying with all of the requirements and provisions of the Permit. Non-compliance with the requirements and provisions of the Permit may be the cause for stopping the work. The utility and its Contractor shall submit a plan of corrective action(s), and action(s) to prevent recurrence to the Illinois Tollway prior to resuming work. The utility shall notify the Illinois Tollway when the work is complete so that the Illinois Tollway may inspect the work to verify that the work was performed in accordance with the Permit. Restoration shall include disposal of excess excavation and seeding and mulching of excavated areas.

5.18 Release of Bonds

Permit bonds do not have an expiration date. The bond will not be released until the applicant has submitted their as-builts and requests the release of the bond from the Illinois Tollway.

SECTION 6.0 PROVISIONS FOR SERVICING UTILITY FACILITIES

6.1 Authorization

Construction work associated with partial removals, abandonments, and routine maintenance of permitted facilities shall not be performed without prior authorization in writing from the Illinois Tollway Chief Engineering Officer or duly assigned designee.

Where maintenance work on utility facilities would necessitate entering upon Illinois Tollway Right-of-Way, the utility shall request permission to do so from the Illinois Tollway Chief Engineering Officer or duly assigned designee in writing, five days in advance, stating the location, nature of the work, and expected duration of the work. No work shall begin until such request is approved in writing by the Engineering Department of the Illinois Tollway. In the event of emergency work, the Illinois Tollway shall be notified immediately of the location of the work and all pertinent facts concerning the emergency.

6.2 Access to Utility Facilities

The servicing of utility facilities from Illinois Tollway shoulders or median is not permitted except in instances where there is no other practical solution or reasonable alternative. Servicing a utility once the utility is in place inside a shoulder along of the Illinois Tollway's routes can be completed if the utility adheres to the Shoulder Closure Details – Standard E3-09 in Section E (Maintenance of Traffic) of the Illinois Tollway Standard Drawings. These standard drawings can be found on the Illinois Tollway website at the following location: https://www.illinoistollway.com/doing-business/construction-engineering/reference-material/. However, the utility shall first obtain approval from the Illinois Tollway Chief Engineering Officer or duly assigned designee.

6.3 Maintenance of Facilities Crossing or Paralleling the Illinois Tollway

All utility and storm water facilities within the Right-of-Way and all structures supporting such facilities, whether located within or outside of the Right-of-Way, shall be maintained in good repair, so as to comply with Illinois Tollway rules and regulations, Standard Specifications, and policies and those of any other body having jurisdiction over said facilities.

6.4 Maintenance of Illinois Tollway Traffic

The repair or maintenance of utility facilities shall not interfere with the free and safe flow of traffic on the Illinois Tollway and shall adhere to the same requirements outlined in Article 5.13 of this policy.

6.5 Safety Precautions

In the event servicing of existing facilities becomes necessary, it shall be the responsibility of the utility to take all precautions to safeguard traffic and patrons traveling upon the Illinois Tollway or entering or leaving the Illinois Tollway at its interchange points. All regulations of the Illinois Tollway as set forth in Article 5.13 of this policy with regard to traffic safety and control shall be strictly adhered to.

6.6 Replacement of Landscaping

There shall be no trimming of trees, the destruction or removal of trees, shrubs, or other landscaping within the Illinois Tollway Right-of-Way by a utility without prior written authorization from the Illinois Tollway. The work as authorized shall be executed in strict accordance with this policy and any conditions as may be prescribed by the Illinois Tollway. Holes left by stump removal shall be back filled. The utility shall replace in kind, sod and shrubbery and make reasonable replacement of trees or other landscaping features. Any landscaping in the vicinity of overhead wires will be restricted to shrubbery and low growing trees.

6.7 Waste Disposal

All discarded material, equipment or supplies of any utility shall be promptly removed from the Right-of-Way site and disposed of outside of the Right-of-Way unless disposal within the Right-of-Way is specifically authorized by the Illinois Tollway. Such disposal, when authorized, shall be made at such location and in such manner as the Illinois Tollway may designate.

6.8 Condition of Highway After Utility Work

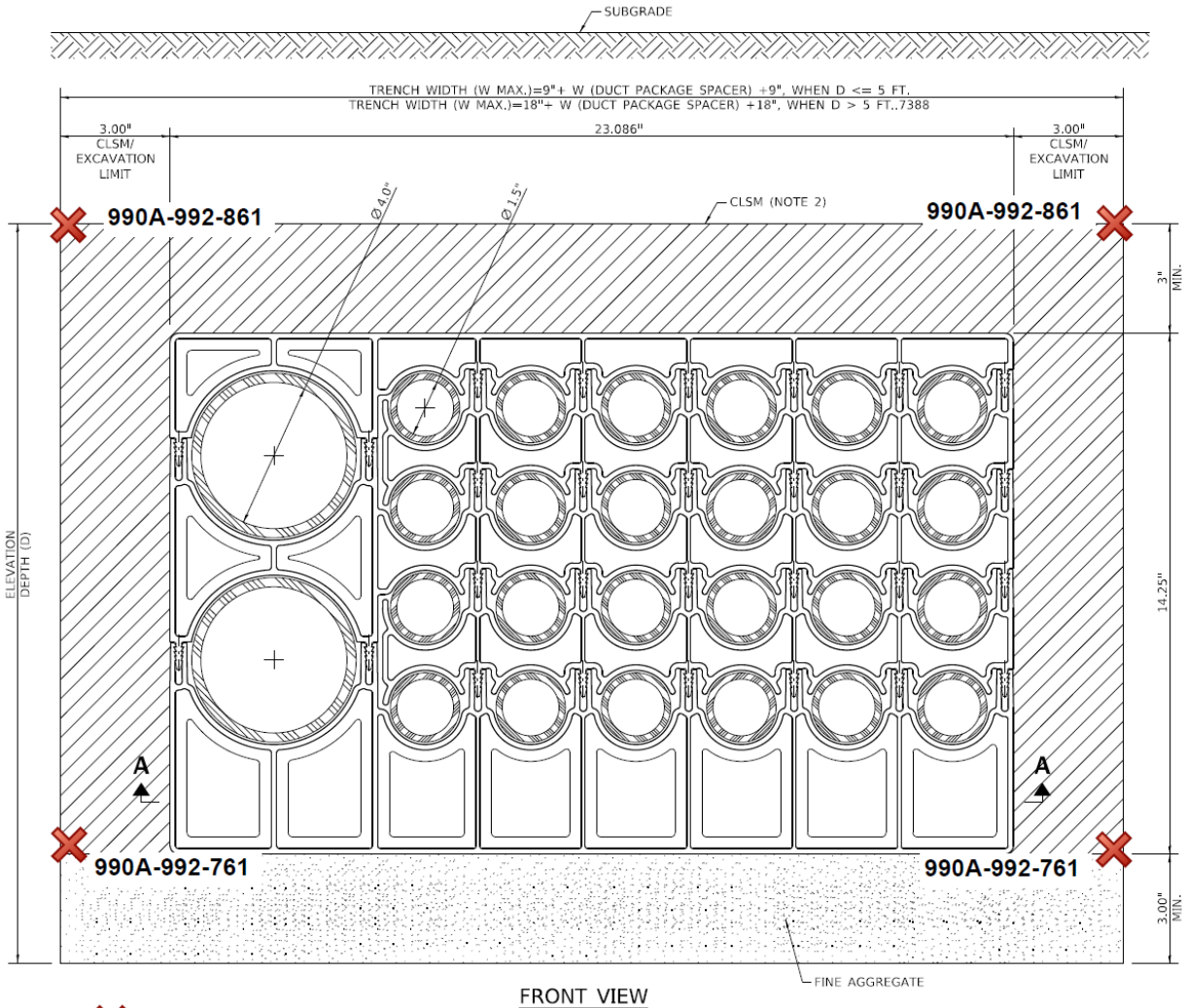
After a utility has completed work, the utility shall restore all portions of the Illinois Tollway to a condition at least equal to that which existed prior to the start of work. The utility shall receive final Illinois Tollway approval of the restored work site prior to leaving the area.

SECTION 7.0 ADDITIONAL RESOURCES

Information on additional permit and utility processes may be found on the Illinois Tollway Website at:

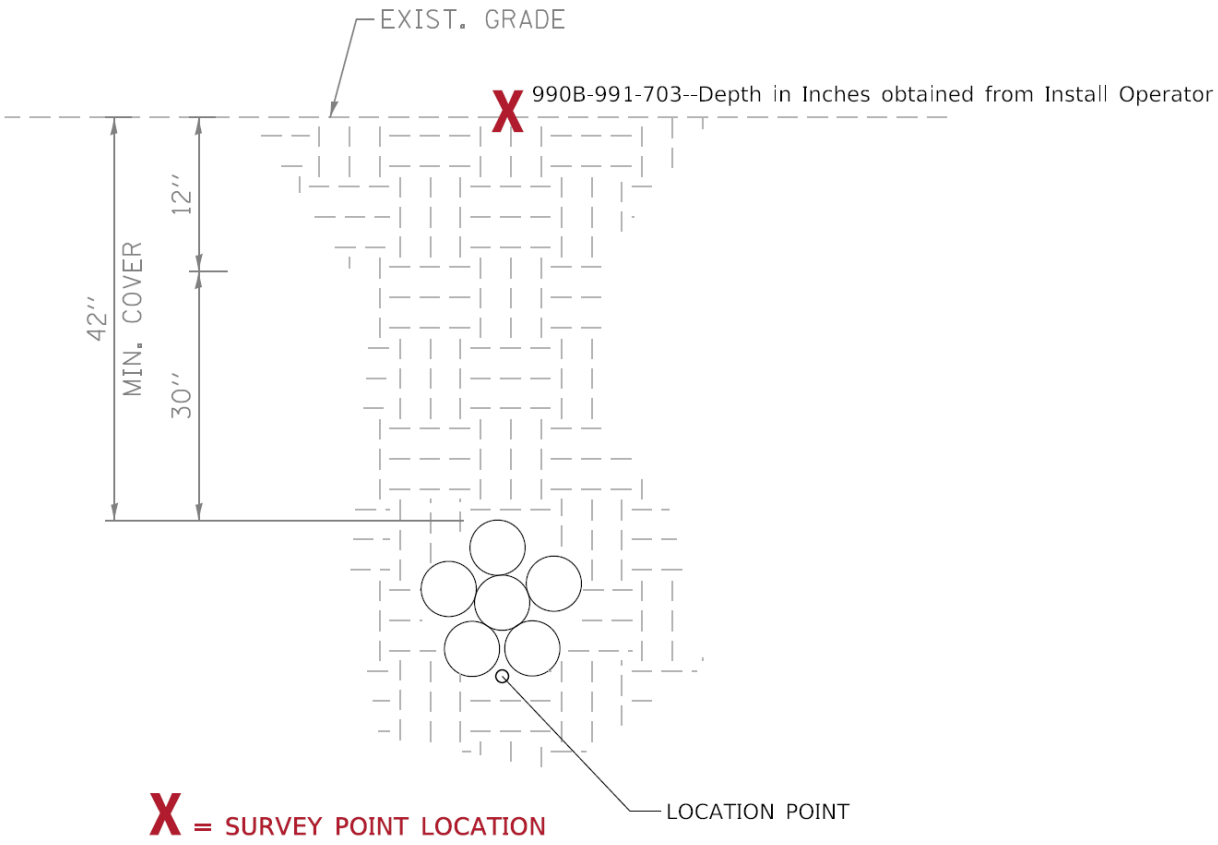
Construction Permits - Illinois Tollway

Appendix A - Example Survey Point Locations

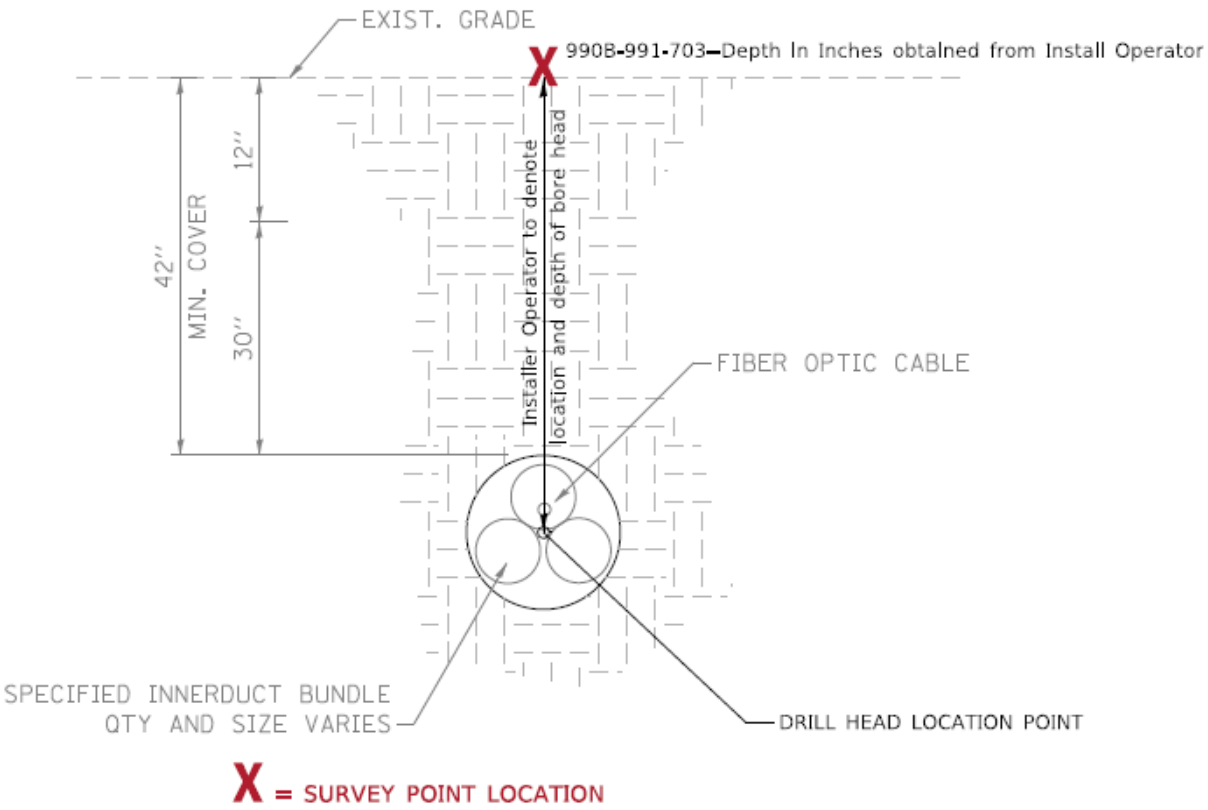


FRONT VIEW

Survey Point Location



PLOWED CONDUIT BUNDLES



BORED CONDUIT WITH FIBER OPTIC CABLE