

City Of Pittsburgh

Department of Public Works



Right-of-Way Procedures Policy

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APPENDIX A PAVING SPECIFICATIONS

APPENDIX B CONSTRUCTION DETAILS

1. Purpose

This policy is established to describe the requirements, procedures, standards, and methods by which utility companies, private contractors and other entities will be permitted to gain access to and work within the public right-of-way of the City of Pittsburgh (City) as administered and enforced by the Department of Public Works (DPW). It is unlawful for any person to obstruct or perform any construction activities, within public right-of-way without first obtaining the necessary permit(s) from the DPW, including but not limited to:

- demolition;
- erection;
- excavation;
- removal, relocation, repair, or maintenance of any surface, overhead or underground facilities;
- staging of dumpsters, machinery, equipment, and/or other materials;
- special events.

For purposes of this document, right-of-way refers to infrastructure owned, operated, and/or maintained by the City for the use or benefit of the public, including but not limited to:

- improved and unimproved streets (regardless of classification);
- sidewalks;
- bridges or culverts;
- retaining walls;
- sewers;
- trees;
- steps;
- trails; and
- parks, greenways, and other property.

The DPW is responsible for promulgating standards for all obstructions and construction activities within the public right-of-way and easements. DPW's major objectives are to ensure public safety, minimize inconvenience to the general public and assure that all construction activities are restored in accordance with City approved specifications provided at issuance of applicable permit(s). The City will conduct periodic reviews of this policy and invites constructive input in order to make this document a more effective guidance tool. This document supersedes and replaces all previous versions of this policy.

Parties seeking access to the public right-of-way are expected to know and understand all applicable standards as promulgated by the DPW and to employ competent subcontractors to comply with these standards related to obstructions and construction activities in the public right-of-way.

1.1 Requests for Reconsideration of Policy Requirements

Certain requirements may be reconsidered in limited instances, based on in-field conditions. Changes to requirements may only be granted in writing by the Director of Public Works. Requests for reconsideration of the requirements should be made well in advance of the proposed construction activities and directed to the appropriate Division Inspector or:

Public Sector Utility Work

City of Pittsburgh
Department of Public Works
611 Second Avenue
Pittsburgh, PA 15219
Attn: Right of Way Manager
412.255.2434

Private Sector Construction Activities

City of Pittsburgh
Department of Public Works
City-County Building
414 Grant Street, Room 301
Pittsburgh, PA 15219
Attn: Streets Division, Project Manager
412.255.2472

The appropriate DPW Manager will schedule a meeting at the project site with the permit applicant and City representatives to review the field conditions. The applicant will prepare meeting minutes and submit them to the DPW Manager for review and comment. Once the meeting minutes are finalized, the DPW Manager will submit recommendations to the Director of Public Works. The recommendations may include supplemental information collected by DPW after the project site meeting. The Director of Public Works will base the decision to reconsider the requirements based on the recommendations of DPW staff, the meeting minutes agreed to by both the DPW and the applicant, and any supplemental information collected by DPW staff. The Director of Public Works will communicate the decision to the applicant in writing.

When the requirements for work in the right-of-way vary from standard procedures and practices it may be necessary for the City and the applicant to enter into Memoranda Of Understanding (MOUs) or cooperative, reimbursement, release and waiver, license, and/or maintenance agreements which are supplemental to the applicable permit approvals. MOUs and agreements require legislative action and therefore can take several months to finalize.

A reconsideration of requirements is not intended to be a waiver or reduction in scope of improvements or restoration, but a mutually beneficial alternative based on field conditions and constraints.

The Director of Public Works reserves the right to designate a duly qualified representative to respond to the request for reconsideration of requirements.

2. Policy Overview

The City recognizes that work within the public right-of-way by utility companies, private contractors and other entities may be necessary in order to provide City residents with essential services and state-of-the-art technologies. Accordingly, an efficient and responsive public right-of-way permitting process has been established to minimize delays in allowing entities to maintain or enhance services to their customers. By establishing uniform standards for utility companies, private contractors, and other entities obstructing or performing construction activities in the public right-of-way, conflicts between parties may be minimized, benefiting all users.

All obstructions and construction activities within the public right-of-way shall be under the supervision of the Director of Public Works who is charged with the administration and enforcement of this policy.

It is recognized that there is a need to accommodate utility companies, private contractors and other entities in their provision of public services. However, the primary purpose of the public rights-of-way is to accommodate the safe and efficient passage of vehicular, pedestrian, and cyclist traffic and the DPW is to ensure that the safe passage is maintained to the greatest extent possible through the enforcement of the policies and procedures established within this policy.

3. Policy Objective

This policy supplements the City of Pittsburgh Code of Ordinances (City Code), Article I Public Right-of-Way. In the event that the language of this policy conflicts with City Code, City Code is the governing document. The primary objectives of this policy are:

- ensure public safety for all users of public right-of-way;
- minimize inconvenience to the residents and business owners of the City by establishing standards and time constraints for obstructions and construction activities that impact the public right-of-way;
- protect the City's infrastructure investment by establishing construction standards and specifications; and
- describe the DPW permit structure, requirements, procedures, standards, and methods and outline permittee responsibilities.

4. Permit Structure

Before work within public right-of-way can begin, the appropriate permit(s) shall be obtained from the applicable DPW permit office and/or from the DPW Bureau of Transportation & Engineering.

- 4.1 A Street or Sidewalk Opening Permit** is required prior to any construction activities occurring within a City street or sidewalk. A street or sidewalk opening permit, if required for construction activities, is a prerequisite to obtaining an obstruction permit. Street and sidewalk opening permits may be issued over the counter if all of the required application information is evident and accurate.

Permit Fees for Openings and Excavations are based on square yardage and listed in Section 415.02 of the City Code.

Opening Permits may be issued over the counter if all of the required application information is evident and accurate. Contractors typically coordinate opening permits. A list of the required application information can be found on the City's website, "Street Opening Permits / Utility Cuts." The street and sidewalk opening permit contact is:

City of Pittsburgh
Department of Public Works
611 Second Avenue
Pittsburgh, Pa 15219
Attn: Right of Way Manager
412.255.2434

- 4.2 A Traffic Obstruction Permit** is required to safely and efficiently maintain traffic flow on major arteries, at intersections, in business districts or when vehicular, pedestrian, or cyclist infrastructure will be temporarily blocked, such as during construction activities. As part of the traffic obstruction permit, a Maintenance and Protection of Traffic Plan (MPT Plan) must be submitted and reviewed by the DPW. The criteria for MPT plans are presented in Sections 6 through 8 of this policy.

Permit Fees for Construction Related Obstructions are based on type of obstruction and listed in Section 416.09 of the City Code.

If public parking will be impacted by obstructions or construction activities, the applicant must first coordinate with Pittsburgh Parking Authority (PPA) (412.560.7275) to reserve and make payment for the affected metered spaces. Documentation of PPA coordination is a prerequisite for an obstruction permit.

Traffic Obstruction Permits may be issued over the counter if all of the required application information is evident and accurate. Contractors typically coordinate obstruction permits. A list of the required application information can be found on the City's website, "Traffic Obstruction Permit." The traffic obstruction permit contact is:

City of Pittsburgh
Department of Public Works
City-County Building
414 Grant Street, Room 301
Pittsburgh, PA 15219
Attn: Traffic Division, Engineering Technician or Inspector
412.255.2597

- 4.3 A Machinery in the Right-of-Way Permit** is needed if machinery or equipment will be placed in the right-of-way regardless of whether or not the use of the machinery or equipment results in the need to improve or restore the right-of-way (i.e. pavement or earth disturbance). Contractors typically coordinate machinery in the right-of-way permits. The machinery in the right-of-way permit contact is:

City of Pittsburgh
Department of Public Works
611 Second Avenue
Pittsburgh, Pa 15219
Attn: Right of Way Manager
412.255.2434

- 4.4 An Encroachment Permit** is required for any private above, at, or below ground facilities or structures that will be permanently placed within the public right-of-way, including but not limited to utilities, foundations, retaining walls, ADA access, bike racks, and awnings. Encroachment permits require legislative action and therefore can take several months to obtain. Encroachment permits should be obtained prior to applying for obstruction and opening permits. Owners typically coordinate encroachment permits. Utilities that are regulated by the Pennsylvania Public Utility Commission do not require encroachment permits for their facilities. The process for obtaining an encroachment permit can be found on the City's website, "[Encroachment Permit](#)." The encroachment permit contact is:

City of Pittsburgh
Department of Public Works
611 Second Avenue
Pittsburgh, Pa 15219
Attn: Utility/Survey Specialist
412.255.2765

- 4.5 Vacation of Public Right-of-Way** is the process through which public interest in a right-of-way is terminated and the easement for public access for vehicles, pedestrians, and cyclists is permanently extinguished. Vacations will not be approved by the City unless all affected utility companies are in support of the vacation and the associated easements have been granted. Vacation requires legislative action and therefore can take several months to complete. Vacations should be obtained prior to applying for obstruction and opening permits. Vacations and encroachments can be applied for concurrently. Owners typically coordinate vacations. The process for vacating public right-of-way can be found on the City's website, "[Vacation](#)." The vacation contact is:

City of Pittsburgh
Department of Public Works
611 Second Avenue
Pittsburgh, Pa 15219
Attn: Utility/Survey Specialist
412.255.2765

- 4.6 Dedication** is the process through which newly constructed infrastructure (i.e. streets, sidewalks, public parking, lighting, tree pits, trails, etc.) designed and built in accordance with the City's standards, is gifted to the City for public use. Once the infrastructure is dedicated, the City owns and maintains the improvements. Dedication of a new street requires the approval of construction plans for Improvements within the Public Right of Way (refer to 4.7 below), acceptance of final as-built plans, and legislative action. Dedication takes several months to complete. Legislation occurs after construction. The City must inspect the construction of the improvements to verify that the improvements were constructed to City standards. **The City reserves the right to deny a dedication of any and all improvements that are not constructed to City standards.** Owners typically coordinate dedications. The process for dedicating improvements can be found on the City's website, "[Design of a New City Street.](#)" The contact is:

City of Pittsburgh
Department of Public Works
611 Second Avenue
Pittsburgh, Pa 15219
Attn: Utility/Survey Specialist
412.255.2765

- 4.7 A Curb Cut Permit** is required for vehicular access from a public street to private property. (Curb cut permits are **NOT** intended as multiple parking spaces immediately off of a public street or alley.) Curb cut permits should be obtained prior to applying for obstruction and opening permits. Signed plans for Improvements in the Public Right-of-Way (refer to Section 4.7) may be a prerequisite for a curb cut permit(s) depending on the extent of construction activities within the public right-of-way. The curb cut permit can take several weeks to finalize. Owners or consultants typically coordinate curb cuts. The process for obtaining a curb cut permit can be found on the City's website, "[Curb Cut Permit.](#)" The curb cut contact is:

City of Pittsburgh
Department of Public Works
611 Second Avenue
Pittsburgh, Pa 15219
Attn: Utility/Survey Specialist
412.255.0840

- 4.8 Improvements within the Public Right-of-Way** which alter the existing geometry, composition, or operation of the right(s)-of-way (i.e. Topographical changes, curb line modification, intersection upgrades, new public infrastructure, etc.) require full plan review by DPW. The applicant must submit construction plans, signed and sealed by an engineer licensed in the state of Pennsylvania, for the proposed construction activities in the public right-of-way. Review by DPW of construction plans is extensive. One review can take several weeks to complete. DPW will begin review of design documents at the conceptual or 30% design level, however only final construction plans can be approved for the necessary City signatures. Certain plan approvals will be contingent upon the project owner entering into license, easement, and/or maintenance agreement(s) with the City for the approved improvements within the public right-of-way. Owners or consultants typically coordinate this review process. The process for submitting plans for Improvements within the Public Right-of-Way can be found on the City's website, "Drawing Submittal Requirements." The contact for plan review is:

City of Pittsburgh
Department of Public Works
City-County Building
414 Grant Street, Room 301
Pittsburgh, PA 15219
Attn: Streets Division, Staff Engineer
412.255.8994

- 4.9 A Tree Planting or Tree Removal Permit** is required for planting new trees or removing existing trees. Owners (developers or residents), consultants, or community groups typically coordinate tree planting or tree removal permits. The process for obtaining a tree planting or removal permit can be found on the City's website, "Planting a Tree." The tree planting or tree removal cut contact is:

City of Pittsburgh
Department of Public Works
6520 Stanton Avenue
Pittsburgh, Pa 15206
Attn: City Forester
412.665.3625

- 4.10** For construction activities that impact City owned bridges, contact:

Public Sector Utility Work
City of Pittsburgh
Department of Public Works
611 Second Avenue
Pittsburgh, PA 15219
Attn: Right of Way Manager
412.255.2434

Private Sector Construction Activities

City of Pittsburgh
Department of Public Works
414 Grant Street, Room 301
Pittsburgh, Pa 15219
Attn: Structures Division, Project Manager
412.255.2034

4.11 For construction activities that impact trails and steps, contact:

City of Pittsburgh
Department of Public Works
City-County Building
414 Grant Street, Room 301
Pittsburgh, PA 15219
Attn: Streets Division, Project Manager
412.255.2472

4.12 For construction activities that impact parks, contact:

City of Pittsburgh
Department of Public Works
City-County Building
414 Grant Street, 4th Floor
Pittsburgh, PA 15219
Attn: Architectural Division, Project Manager
412.255.2649

4.13 Information pertaining to special events can be found on the City's website, "Office of Special Events." Further questions can be directed to specialevents@pittsburghpa.gov or by calling 412.255.2641.

4.14 Standard details and specifications applicable to work being performed will be provided upon request. Requests for details and specifications should be made to the Streets Division Staff Engineer at 412.255.8994.

4.15 Calls received through the Pennsylvania "One-Call" System (POCS) will not be recognized as a valid request for permits. The Pittsburgh Water and Sewer Authority (PWSA) (412.255.2429) will be responsible for monitoring all POCS requests and shall mark water and sewer locations within 48 hours of the request.

4.16 Every permit application must include a contact person, mailing address, telephone number, e-mail address, and address or location of obstruction or construction activities, as well as certification and signature of the applicant. An alternative 24/7 emergency contact number must also be provided. If there is a failure by both the principal or emergency contact to respond and the City is required to take emergency maintenance action, the permittee shall be invoiced and possibly fined for failure to keep the permitted area safe.

- 4.17** If work on an existing permit has not commenced by the expiration date of the permit, the permit will then expire and a new permit must be obtained before work can be initiated.
- 4.18** Failure by any utility, private contractor or other entity to obtain all applicable permits for obstruction or construction activities performed in public right-of-way shall result in a written citation, and a fine in accordance with the applicable section of the City Code.
- 4.19** No obstructions or construction activities will be permitted (except for emergencies) on certain streets during special City events, such as the “Pittsburgh Marathon,” “Great Race” or other special events so designated by the Director of Public Works in conjunction with other City officials.
- 4.20** DPW requires that a Pennsylvania One-Call System telephone call or Web Ticket Entry be made, in compliance with the Underground Utility Line Protection Act, 73 P.S. sec. 176 et seq. and City Code section 415.17(g), before any construction activities in public right-of-way begins. This includes core drills, soft digs, and digs using vactor trucks for soil extraction.

5. Procedures for Street/Sidewalk Opening Permits

- 5.1** All utility companies, private contractors, and other entities must obtain all necessary permits before commencing work within the public right-of-way.
- 5.2** A bond must be active before any opening permit may be issued.
- 5.3** A DPW opening permit does not waive any POCS requirement.
- 5.4** The DPW must be notified of critical restoration milestones, such as forming, pouring, and setting of concrete. All restoration activities must be completed within 45 days of the start date listed on the permit application. After 45 days, the permittee can be granted an extension, but only after a \$100 fee is invoiced and paid. During wintertime shutdown, the permit will stay on file until the spring for final restoration. Temporary restoration may be completed with cold patch, hot asphalt, or concrete to grade. Cold patch and concrete are deemed only a temporary surface for wintertime restoration and must be maintained by the permittee at all times (November 1 to April 30); concrete base and trench shoulders must be in place during this period.
- 5.5** The only acceptable City specification for backfill is #57 or #67 limestone or 2A or OGS sand and gravel. Anyone who restores a street or sidewalk improperly will be responsible for the restoration indefinitely until a DPW inspector provides a written sign-off on the final restoration.
- 5.6** Until restoration is deemed “final” by a DPW inspector, any and all DPW permits will be classified as “open” which will require the permittee to renew the permit for another 45-day period and pay the appropriate permit fee.

- 5.7 All opening permits need a final sign-off by the DPW before they can be deemed “final” or complete.
- 5.8 If the construction activities associated with the opening permit will impact ADA ramps, details for the ramp restoration must be submitted to DPW Streets Division, Staff Engineer (412.255.8994).
- 5.9 Private developments that require a street/sidewalk opening permit, except for utility openings that return infrastructure to its existing geometry, must contact DPW Streets Division, Staff Engineer (412.255.8994) to determine the magnitude of construction documents required for approval.

6. Maintenance and Protection of Traffic

MPT plans must follow the criteria outlined below:

- 6.1 Lane closures may not occur during the morning and afternoon rush hours. For purposes of this policy, rush hours are defined as the hours of 7:00AM - 9:00AM and 3:00PM - 6:00PM. Additional work hour restrictions may be required dependent upon the specific street, surrounding area, or previously scheduled public events.
- 6.2 The permittee must coordinate with adjacent activities and with City permitted special events, including sporting events. As needed, the permittee may be required to shift or suspend work activities or temporarily restore public right-of-way for public use.
- 6.3 In the event of a lane closure, the permittee must notify adjacent property owners, business owners, and residents at least 48 hours in advance. In the event of a street closure, a minimum 2 week notice is required. For emergency work, the permittee should provide notification as soon as possible to impacted property owners, business, owners, and residents.
- 6.4 Face-to-face notification is preferred, but at a minimum impacted parties must be notified using a door hang-tag that outlines important information related to the closure, including the area impacted, the expected start and end dates for the closure, and a contact number for the responsible contractor.
- 6.5 Any posted detours and emergency closures within business districts require a press release. The permittee is responsible to issue their press release.
- 6.6 The permittee must, at all times, keep the site accessible for emergency vehicles.

- 6.7** The MPT plan must conform to PennDOT Publication 213. In high volume areas, for long term closures, or in areas of complicated traffic patterns, as determined by the Municipal Traffic Engineer, a standard Pennsylvania Typical Application (PATA) will not be accepted and a site specific MPT plan must be prepared by a Registered Engineer and submitted for approval prior to receiving a permit. The site specific MPT plan must be to scale, properly dimensioned, show site specific detail, and provide accommodations for vehicles, pedestrians, and bicyclists.
- 6.8** Additional requirements for MPT plans that impact pedestrian and bicycle infrastructure are detailed in Sections 7 and 8, respectively.
- 6.9** The DPW contact for site specific MPT plans is:

City of Pittsburgh
Department of Public Works
City-County Building
414 Grant Street, Room 301
Pittsburgh, PA 15219
Attn: Traffic Division, Municipal Engineer
412.255.8846

7. Pedestrian Work Zones Traffic Control

- 7.1** The public passage on the existing sidewalk or pedestrian pathway should be safe, protected, and ADA accessible.
- 7.1.1** An unobstructed pathway with a minimum horizontal clearance of 5 FT must be maintained through the construction site. The pathway should be separated from construction activities by using construction fencing or barrier depending on the construction activity.
- 7.1.2** Scaffolding may be required to maintain safe sidewalk passage, specifically if overhead hazards are anticipated. Scaffolding must have a minimum horizontal clearance of 5 FT. Lighting must be provided.
- 7.2** If public passage on the existing sidewalk or pedestrian pathway is not possible, a pedestrian reroute into an adjacent cart way around the work area is required. This pedestrian reroute must be a clearly delineated and ADA accessible.
- 7.2.1** When rerouting pedestrians into the cart way, traffic barriers must be used to separate the pedestrian pathway from the travel lanes. Barriers should be concrete or water-filled plastic jersey barrier. Fencing or barriers should be used to separate pedestrians from the work zone.
- 7.2.2** Pedestrian pathways rerouted due to obstructions and construction activities, will require pedestrian traffic controls to clearly direct pedestrians through and around the work zone. Pedestrian traffic controls include items such as signs, channelization devices, barrier, fencing, flagmen, etc.

- 7.3** If 7.1 or 7.2 is not viable, the City may authorize closure of the existing sidewalk or pedestrian pathway with a detour across the street from the work zone.
- 7.3.1 Pedestrian detour signage will be required that is mounted in a manner that is clearly visible to the pedestrians being affected. Pedestrians should be detoured with advance signing that encourages them to cross to the opposite side of the roadway at intersections. Signs should be placed at intersections so that pedestrians are not confronted with mid-block crossings and detours.
- 7.4** When existing pedestrian pathways are rerouted or detoured, the reroute or detour should include ADA accessibility features consistent with the existing pedestrian facility such as detectable warning surfaces. In addition, temporary ramps should be the full width of the passage way, made of suitable non-slip material, and firmly anchored into the ground. Railings are required when the rise is greater than 6 IN and the length of the temporary ramp is greater than 72 IN. Details of the temporary ramps should be included with the MPT plan for review and approval by DPW.
- 7.5** A pedestrian passage should not be severed and/or moved for non-construction activities such as parking.
- 7.6** Pedestrian passages must be maintained to/from all adjacent buildings and coordinated with the adjacent property owners.
- 7.7** Permittee shall inspect barriers and other protective devices every 24 hours.

8. Cyclist Work Zones Traffic Control

- 8.1** When cycling infrastructure is impacted by construction activities, it must be rerouted, detoured, or accommodated in a manner consistent with the facility being impacted.
- 8.2** For construction activities that are long term or mobile operations, protected bike lanes may require a rerouting or detour that is not mixed with traffic. For short term or mobile operations, advance signage and flaggers can be used to maintain the protected bike lane traffic through the project site.
- 8.2.1 During construction, temporary protected bike lanes may be delineated by cones but at no time shall the clear width of a bike lane be less than 4 FT. Any protected bike lane that is effectively narrowed below 4 FT is considered a bike lane closure and requires a reroute, detour, or other accommodation.
- 8.3** Specific signage for merging of the bike lane to shared road condition is required.
- 8.4** Permittee shall inspect barriers and other protective devices every 24 hours.
- 8.5** Trail closures will require an off-street reroute or detour. Legal agreements (easements) may also be required for trail closures. Trail closures will only be granted when no other options exist. All trail closures require a press release.

9. Off Duty Uniformed Police Officers

Off duty uniformed police officers may be required to aid in traffic control in some circumstances. The DPW in conjunction with the Bureau of Police will determine the requirements for each permitted location and communicate this information to the permittee. Requests for police support should be directed to Cover Your Assets at 412- 200-5220. Guidelines used by DPW and the Bureau of Police for the use of off duty uniformed police officers for traffic control are as follows:

- 9.1** Off duty uniformed police officers may be required when short term or mobile operations occur within 100 FT of a signalized intersection or within a business district.
- 9.2** Long term operations are expected to include long term traffic control in place with little variation in traffic patterns from day to day. In that case, off duty uniformed police officer use is minimal, but police control may be required for up to two weeks at nearby intersections to establish a new traffic pattern
- 9.3** Off duty uniformed police officers may be required to operate traffic signals to reduce congestion during construction activities. This applies to mobile, short term or long term construction.
- 9.4** When off duty uniformed police officers are required by the traffic obstruction permit and police support has been requested through Cover Your Assets, but the shifts are not filled, the permittee may proceed with work if the permittee can provide an adequate number of flagmen in lieu of off duty uniformed police officers.
- 9.5** Off duty uniformed police officers must be hired to operate a traffic signal or for short term power outages at traffic signals. Flagmen cannot be used in these instances.

10. Emergency Work

Except for emergencies, no party accessing the public right-of-way shall erect barricades or scaffolds, cover or uncover walk ways, erect or relocate utility poles on sidewalks or roadways or temporary bridges or make any curb cuts or lay or repair a sidewalk without first obtaining all applicable permits from the DPW.

- 10.1** Emergency work shall be defined as such on the PA One-Call System and as outlined in TITLE IV of the City Code.
- 10.2** Emergency work can begin provided the Bureau of Police is notified by contacting (412) 200-5220.
- 10.3** Unless otherwise agreed, emergency work requires that all applicable permit(s) be obtained no later than 24 hours after the onset of work.

- 10.4** All emergency work must be called into 412-255-2434 within six hours of work commencing.

11. Permittee Responsibilities

- 11.1** The permittee is held responsible for the work performed. DPW inspectors may contact the permittee for required adjustments or corrections, regardless of whether the permittee performed the work itself, or subcontracted the work. The permittee is the responsible party for any person or entity hired by the permittee.
- 11.2** The permittee must maintain a copy of the permit on the project site at all times, unless it is within the first 24 hours of emergency work.
- 11.3** Should the condition of the street or sidewalk opening become such that additional material is in jeopardy of failure, then the permittee shall be held responsible for repair of the area larger than what was applied for on the permit.
- 11.4** If the construction activities will disturb any surface survey monuments or hubs, it is the permittee's responsibility to have a professional surveyor licensed in the state of Pennsylvania under contract at the time of permit issuance. Survey monuments and hubs shall be restored and replaced to their original position and elevation by the permittee with the assistance of their contracted surveyor.
- 11.5** The permittee is responsible to document pre and post conditions of the project site and adjacent properties with a comprehensive series of photographs or videos in the event that damage claims are submitted to or by the City.
- 11.6** The permittee shall repair within 24 hours of notification by the DPW any temporary restoration that, in the opinion of the DPW inspector, is inadequate for safe use of the public right-of-way and materially interferes with the public's use or with the City's maintenance of the right-of-way. If, after 24 hours, the failed restoration has not been repaired in a workmanlike manner, a citation will be issued to the permittee. DPW will then perform the repair. A charge for material and labor plus a 30% fee for the City's costs of administration, supervision and inspection caused by the permittee's failed restoration work will additionally be invoiced to the permittee.
- 11.7** No utility companies, private contractors, or other entity shall install, improve, or repair streets, sidewalks, curbs, or gutters at a crosswalk without installing an approved ramp(s), so as to make the transition from street to sidewalk easily negotiable by disabled persons. This is a regulation of the U.S. Department of Transportation Federal Highway Administration (USFHA). As this regulation pertains to any alteration of a street, in some instances it may be required to install ramps at multiple locations in a project site. Construction details for accessible ramps shall be submitted to the DPW for review and approval. Where such an installation would not be feasible due to location or physical constraints at the project site, a statement of technical infeasibility must be submitted to the DPW. The contact to submit ramp details or to obtain the technical infeasibility form is:

City of Pittsburgh
Department of Public Works
City-County Building
414 Grant Street, Room 301
Pittsburgh, PA 15219
Attn: Streets Division, Staff Engineer
412.255.8994

- 11.8** All installations within the public right-of-way must have a stamped approved construction drawing on site at all times together with all applicable permits.
- 11.9** The permittee is responsible to relocate, repair, and replace any public amenities that are adversely impacted or damaged as a result of obstructions or construction activities including but not limited to street trees, bike share facilities, and street furnishings. Neighborhood context and existing conditions should be considered when relocating, repairing, and replacing public amenities. Appropriate contacts are:

City of Pittsburgh
Department of Public Works
6520 Stanton Avenue
Pittsburgh, Pa 15206
Attn: City Forester
412.665.3625

Pittsburgh Bike Share
3328 Penn Ave.
Pittsburgh, PA 15201
412.621.0464

Street furnishings shall be black and manufactured by Victor Stanley.

- Trash Receptacle with Relay™: S-42
- Recycling Receptacle with Relay™: SD-242
- Lids: Rain Bonnet
- Bench (with center arm rest): RB-28 or backless RB-12

Bollards shall be Hampton “A” (3 IN, Schedule 40 Steel Pipe) with black finish manufactured by Architectural Iron Company.

Railings shall be Montage Commercial, steel with a black finish, manufactured by Ameristar Fence.

Commercial bike racks shall be the Heavy Duty Hoop Rack, galvanized with a black PVC dip finish, manufactured by Dero.

- 11.10** Non-standard street furniture may be in the right-of-way as part of an existing and active license and maintenance agreement between the City and a developer or community group. When non-standard street furniture is impacted, it must be replaced in kind.
- 11.11** Obstructions and construction activities shall not block fire hydrants.
- 11.12** All efforts must be made to maintain sight distance at intersections. Ideally obstruction and construction activities will be offset 30 FT from intersections. Where site distance cannot be maintained, off duty uniformed police officers may be required to safely control traffic at the intersection.
- 11.13** All material excavated from trenches must be removed from the project site. Excavated material shall not be used for backfill. It shall be the permittee's responsibility to secure the necessary permission and make all necessary arrangements for all required storage and disposal sites.
- 11.14** Work materials may be staged or placed in the street after an obstruction permit for staging has been obtained from the DPW, provided such staging or placement does not reduce the usable width of the roadway and provided that such material is not other than that to be used in actual roadway construction. In any event, the placing of material shall not seriously interrupt the normal and customary flow of traffic.
- 11.15** Construction markings shall be large enough and spaced enough so as to be easily visible, but not so large as to become a blemish on the pavements. Curb and sidewalk markings of valve boxes and service locations shall be made neatly and be less than 4 IN square. The over-large paint marks left after work has been completed are a safety concern to the DPW. Marks made on curbs as well as remaining pavement markings must be removed as part of the final site restoration. Markings not removed as part of final restoration which must be removed by the City shall henceforth be charged to the permittee as detailed in Section 11.6 of this policy. The entity that placed the PA One Call will be responsible for removal of the markings.
- 11.16** All streets and private properties affected by obstructions and openings, shall be thoroughly cleaned of all rubbish, excess earth, rock and other debris resulting from such construction activities. All clean-up operations shall be completed at the sole expense of the permittee and to the satisfaction of the DPW.
- 11.17** It is the permittee's responsibility to coordinate with the City's Department of Planning (DCP) including the Zoning and Development Review Division to obtain other City permits that may not be addressed in this policy. This includes but is not limited to site plan, stormwater management, construction management, and flood plain permits.
- 11.18** It is the permittee's responsibility to coordinate with the City's Department of Permits, Licenses, and Inspections (PLI) to obtain other City permits that may not be addressed in this policy.

11.19 It is the permittee's responsibility to coordinate with the Port Authority of Allegheny County (PAAC) if construction activities impact PAAC transit facilities.

11.20 It is the permittee's responsibility to obtain all applicable permits from, including but not limited to:

- Pittsburgh Water and Sewer Authority (PWSA);
- Allegheny County Health Department (ACHD);
- Allegheny County Conservation District (ACCD);
- Pennsylvania Department of Environmental Protection (PADEP); and
- Pennsylvania Department of Transportation (PennDOT).

12. Street lighting, Traffic and Utility Poles, Electrical and Communication Enclosures

12.1 No one may move, adjust and/or relocate a City streetlight or traffic signal without contacting the DPW Street Lighting Division at 412-255-2435 or the Traffic Division at 412-255-2873.

12.2 Utility companies, private contractors, and other entities must obtain permission before installing any type of enclosures. All enclosures, poles, and guy wire installation and/or removal must have an approved drawing signed off by DPW before obtaining a permit.

12.3 The DPW contact for Street Lighting is:

City of Pittsburgh
Department of Public Works
611 Second Avenue
Pittsburgh, Pa 15219
Attn: Operations Manager
412.255.2435

13. Electrical and Communication Wires, Fiber Optics, and Conduits

13.1 Any installation of electrical or communication wires, fiber optic cables, or conduits must be installed to National Electrical Safety Code (NESC) specifications or the permittee will be responsible for all corrective measures and fines. Anyone installing over 200 FT of new overhead plant will need a DPW approved drawing before installation.

13.2 All conduits placed within the right-of-way must be Schedule 40 or better. All conduits must be installed at a minimum depth of 30 IN to finish grade in the right-of-way. All conduits must have a drawing approved by the DPW before obtaining a permit.

13.3 All conduits placed in the right-of-way under pavement must be inspected for 30 IN minimum depth BEFORE backfilling begins. The permittee must schedule a DPW inspector BEFORE permanent restoration is started. If an inspector is not available, the opening must either be plated with I.D. and reflective tape around edges as specified in this policy, or cold patched. No barricades or plywood will be acceptable. Any conduit buried without the permission of a DPW inspector will be subject to re-opening, inspection, and citations.

14. Procedures for Steel Plate Installation

14.1 Signs conforming to MUTCD W8-24 ("Steel Plate Ahead") shall be placed to warn road users of steel plate installation.

14.2 A steel plate having a 3/4 IN thickness shall be placed over the trench with a minimum of 1 FT shoulder on all sides and properly secured.

14.3 Vehicular crossings shall be constructed of adequate size to accommodate regular vehicular traffic in a satisfactory manner. The placement and affixing of the steel plates shall be properly maintained.

14.4 All steel plates must be identified on both sides by welding the permittee's name and a 24-hour phone number.

14.5 All steel plates should be edged with reflective tape or paint.

14.6 Additional Requirements on Asphalt Streets

14.6.1 The asphalt shall be scored to the outside dimensions of the steel plate.

14.6.2 The plate shall be installed so that the elevation of the top of the steel plate is the same as the asphalt surface.

14.7 Additional Requirements on Concrete, Brick or Blockstone Streets

14.7.1 The entire perimeter of the steel plate shall be transitioned with asphalt. After the steel plate's removal, all asphalt must be removed.

15. Construction Restoration

- 15.1** All obstructions and construction activities within the public right-of-way shall be in conformity with plans and specifications approved by the DPW and are subject to inspection.
- 15.2** No party shall construct, reconstruct, repair, saw cut, open, alter or grade any sidewalk, curb, or driveway in the public right-of-way without first obtaining all necessary permits from the DPW. This item also pertains to residential property owners seeking to install or modify a driveway on their property that is also within the public right-of-way.
- 15.3** All sidewalk and curb construction, reconstruction, repair, saw cutting, opening, alteration or grading shall be done in accordance with City specifications. This item also pertains to residential property owners seeking to repair, replace, or maintain sidewalk on their property that is also within the public right-of-way.
- 15.4** It is unlawful for any party to construct or maintain public right-of-way that is not in accordance with the DPW standards and specifications.
- 15.5** All pavements must be saw cut before opening. The permittee is responsible for any damages due to saw cutting. No opening or excavation in any street shall extend beyond the center line of the street before being backfilled and the surface of the street temporarily restored.
- 15.6** All openings in the public right-of-way shall be permanently repaired as soon as weather permits. When an opening is not permanently repaired and an unsafe condition exists (e.g., steel plate has moved, temporary restoration has settled), the permittee must repair the condition immediately. If the permittee fails to do so, the DPW shall have the authority to cause such necessary labor and materials to be furnished by the City and all costs thereof shall be charged against the permittee as outlined in Section 11.6 of this policy.
- 15.7** All damage done to the right-of-way as a result of obstructions or construction activities shall be repaired by the permittee to the satisfaction of the DPW. If upon being ordered to do so the permittee fails to furnish the necessary labor and materials for such repairs, the DPW shall have the authority to cause such necessary labor and materials to be furnished by the City and all costs shall be charged to the permittee as detailed in Section 11.6 of this policy.
- 15.8** The permittee shall backfill and restore the surface of all pavements, broken into or damaged as a result of the construction activities, to their original condition or better in accordance with the specifications of the DPW.
- 15.9** From November 1 to April 30, temporary restoration may be necessary due to weather conditions. Temporary restoration work may be completed with cold patch, hot asphalt, or concrete to grade. Cold patch and concrete are deemed only a temporary surface for wintertime restoration and must be maintained at all times. Concrete base and trench shoulders must be in place during this period.

- 15.10** Permanent restoration of the street shall be made by the permittee in strict accordance with the specifications to restore the street to its original and proper condition. The DPW will require full lane replacement of wearing surface outside trench. If the street has a transverse joint, the permittee must replace the full pad concrete paving base.
- 15.11** Acceptance or approval of any opening/ restoration work by the City shall not prevent the City from asserting a claim against the permittee and/or the representative surety under the surety bond required hereunder for incomplete or defective work, if discovered within 24 months from the completion of the restoration work or the length of any warranty, whichever is longer. Verbal/non-written discussion with City personnel shall not relieve the permittee of any responsibilities under City ordinance or this policy.
- 15.12** The permittee shall expeditiously complete with diligence all openings, in accordance with the opening permit, and shall promptly complete such work and restore the pavement to its original condition or better, as soon as practicable. In any event, said work shall be completed no later than the date specified in the opening permit.
- 15.13** Lane striping or other painted and affixed delineators removed by parties accessing the public right-of-way shall be replaced by such parties before restoration will be considered complete. The parties shall take direction from DPW inspectors as to approved product and applications. Refer to the City's lane striping specifications in Appendix A.
- 15.14** Disturbed areas shall be limited to 200 LF of open trench before temporary restoration is required. All trench work more than 30 LF must submit a true and correct drawing to the DPW Inspector prior to work.
- 15.15** In some instances, the City can perform the restoration in whole or in part and invoice the permittee for the work. This arrangement must be agreed to by both the City and the permittee prior to any permits being issued.

16. Utility Tag Identification Requirements

- 16.1** Permittees working within the public right-of-way are required to install utility repair tags on all asphalt restoration. Utility repair tags are not intended to identify underground utility infrastructure. The utility repair tag requirement is only intended to identify the permittee who is responsible for maintaining the compliance of roadway restoration during the 48 month guarantee period.
- 16.2** Utility repair tags must be used on any temporary or permanent restoration which will be in place for more than 30 days. Utility tag design standards and requirements are established by the DPW but permittees are responsible for purchasing and installing utility tags in accordance with the following guidelines:
- 16.2.1 The tags must be pressed into the asphalt before compaction of the final lift commences. All utility tags must be embedded at zero grade tolerance.
- 16.2.2 The use of nails to secure tags is prohibited.

16.2.3 Utility repair tags should not be placed within 12 IN of any casting unless space does not allow otherwise. Tags should be placed away from direct wheel traffic when possible.

16.2.4 The permittee is responsible for replacing damaged or faded identification utility repair tags throughout the 48 month guarantee period of the restoration.

16.2.5 Placement of utility tags is dependent upon opening length as noted below:

Opening Length (L)	Tag Placement	
$L < 50 \text{ FT}$	1 tag placed in the center of the restoration.	All laterals extending from the main restoration must have their own tag in the center of the lateral.
$50 \text{ FT} \leq L \leq 100 \text{ FT}$	1 tag placed at each end of the restoration approximately 12 IN from the edge.	
$100 \text{ FT} < L \leq 400 \text{ FT}$	1 tag placed in the beginning, center, and end of the restoration, with the beginning and end tags approximately 12 IN from the edge. An additional tag must be placed at every intersecting street.	
$L > 400 \text{ FT}$	1 tag placed at the beginning and end of the restoration approximately 12 IN from the edge, and at 200 LF intervals. An additional tag must be placed at every intersecting street.	

17. Core Boring

The procedure for any core borings within public right-of-way is as follows:

17.1 Any concrete street or concrete base slab street with a bituminous or brick wearing course built within 5 years will have full slab replacement.

17.2 All streets older than 5 years may have two 2 IN core borings per slab, centered and 2 FT from any edge or expansion joint. If this is not possible, full slab replacement is required. Full slab replacement is also required for any core larger than 2 FT.

- 17.3** Any core borings in sidewalks will require full slab replacement regardless of the size of the existing sidewalk slabs.
- 17.4** All holes must be filled with a workable non-porous slurry mix topped with 12 IN class “AAAP” concrete.
- 17.5** On brick streets, carefully remove existing brick, replace the base and reuse the original brick. Brick fragments less than ½ brick size cannot be reused.
- 17.6** Asphalt streets will be restored as in Item 17.4 with 4 IN of asphalt top.
- 17.7** Core borings cannot be collected until obstruction and opening permits have been obtained.

18 Directional Boring

Directional boring will be reviewed on a case by case basis.

19 Material-Specific Restoration Requirements

In general, restoration shall be in-kind in relation to surface material. Neighborhood context should also be considered. All courses shall be furnished and installed in accordance City standards.

19.1 Asphalt Streets

Openings should be kept to a minimum and be reflective of the area which requires work. Openings shall be clean, edges straight and corners squared off (full lane replacement). Openings within 40 FT of another must be tied together. All openings will be properly sealed. Excavation shall be consistent with City requirements or work standards provided below. Material shall be disposed of properly, and new material shall meet City quality requirements and be compacted in lifts according to City specifications.

- 19.1.1** If a road is crowned, the permittee who is opening the street shall repair the crown in order to maintain good drainage on the street.
- 19.1.2** City specifications require that 1 FT on each side of the opening be repaired so as to preserve the integrity of the street by shouldering. All openings are full lane replacement. This shall apply to all street classifications.
- 19.1.3** For super elevated streets, the extent of the replacement shall be determined by such conditions as drainage, traffic movement and existing conditions. The DPW shall make the determination regarding slab/lane replacement requirements. Contact the appropriate DPW Manager as indicated in Section 1 for Public Sector or Private Sector work to request a meeting at the project site.

- 19.1.4 Separate street openings, on opposite side of the streets sporadically placed, will require total street surface replacement. This will apply if the street openings are within 40 FT of one another.
- 19.1.5 In order to avoid a “checker-board” effect, when a street opened is within 40 FT of another street opening, the openings shall be tied together, pavement material removed, and a rectangular full lane restoration provided. **THIS TIE-IN IS REQUIRED REGARDLESS OF WHEN OR BY WHOM THE PREVIOUS OPENING WAS MADE.**
- 19.1.6 All perimeters of asphalt restoration shall be sealed with a 6 IN wide sealing strip of fiber reinforced sealer.
- 19.1.7 Longitudinal openings within 40 FT of one another shall be repaired continuously, beginning at the first opening and ending with the last longitudinal opening consistent with full lane requirements.
- 19.1.8 All openings shall be rectangular and a transverse opening shall be at a 90-degree angle to the curb. Restoration work will be organized as to lane configurations and consideration will be given to crown or other drainage considerations as to the placement of the opening and the restoration work.
- 19.1.9 All openings require edge of lane to edge of lane roadway replacements. Curb to Curb restoration will be required when the opening is made to that street within the first 48 months after paving was completed.
- 19.1.10 Restoration work will be guaranteed for a period of 48 months from the date of final restoration. Any failure of the restoration during the guarantee period must be corrected by the permittee within 45 days of being notified by a City representative.

19.2 **Concrete Slabs and Concrete Streets with Asphalt Overlay**

- 19.2.1 If a concrete slab (i.e. sidewalk) or base slab (i.e. street) is disturbed by an opening, then full slab or base slab replacement is required.
- 19.2.2 The permittee may be allowed to replace only half the slab or base slab, at the discretion of the DPW and in accordance with the procedure outlined in Section 1.1. Other right-of-way improvements may be requested by the DPW, in exchange for reconsidering the requirement of full slab replacement.
- 19.2.3 If as a result of the opening, the drainage system is disturbed, then restoration will be required so that the existing drainage system is repaired and functioning. The drainage system includes but is not limited to existing grades, curbs, inlets, conveyance pipes, and green infrastructure.

- 19.2.4 Sidewalk, deep curbs and slabs must be placed separately. New construction curb reveal must be at a minimum of 7 IN from ordained grade with curb depth of 24 IN. All joints must be cleaned and sealed with appropriate joint seal material (see City standards).
- 19.2.5 All concrete surfaces shall be sealed after they have been cured for 28 days. The permittee shall be responsible for sealing slabs according to City specifications.
- 19.2.6 The bituminous overlay portion of this section is to be removed 1 FT from all adjacent slabs and replaced. All transverse and longitudinal joints are to be re-sawed, cleaned, and sealed.
- 19.2.7 No street or sidewalk openings for planned work will be approved on concrete streets and sidewalks or concrete streets with asphalt overlay paved within the last 60 months. All emergency street openings are to be restored from curb to curb, ending no sooner than 1 FT from the end of the trench and no further than the nearest intersection. This section must be restored according to the City standards.
- 19.2.8 Restoration work will be guaranteed for a period of 48 months from the date of final restoration. Any failure of the restoration during the guarantee period must be corrected by the permittee within 45 days of being notified by a City representative.

19.3 **Brick and Blockstone Streets**

- 19.3.1 Brick and blockstone streets are to be preserved. Overlay will not be permitted on brick and blockstone streets unless approved through the process described in Section 1.1.
- 19.3.2 Efforts must be taken to match the color of the brick and the pattern in which it is laid. The permittee, as part of their opening, should save all bricks and store them securely so that they can be reused. If the situation exists where a permittee opens a public right-of-way and discovers bricks that are buried, the permittee should notify DPW of this so that the DPW may recover the bricks for use in future restoration projects. For full street restoration, if brick or blockstone are to be removed, they shall be delivered to a DPW determined location.
- 19.3.3 Brick Streets and brick crosswalks within the Central Business District (CBD): will be repaired in accordance with construction requirements of the DPW, Bureau of Transportation & Engineering (BTE), and will be reviewed by inspectors from that department. The contact is:

City of Pittsburgh
Department of Public Works
City-County Building
414 Grant Street, Room 301
Pittsburgh, PA 15219
Attn: Construction Supervisor
412.255.2733

- 19.3.4 No street openings for planned work will be approved on brick and blockstone streets reconstructed within the last 60 months. All emergency openings are to be restored from curb to curb, ending no sooner than 1 FT from the end of the opening and no further than the nearest intersection. This section must be restored according to the City standards.
- 19.3.5 Restoration work will be guaranteed for a period of 48 months from the date of final restoration. Any failure of the restoration during the guarantee period must be corrected by the permittee within 45 days of being notified by a City representative.

19.4 Pervious Pavement or Green Infrastructure

Requests for pervious pavement or green infrastructure within the public right-of-way will be evaluated on a case by case basis and in accordance with national standard practices as outlined by the National Association of City Transportation Officials (NACTO) and the procedures outlined in Section 1.1 of this policy. It is the permit applicant's responsibility to collect all pertinent information for the DPW to evaluate the appropriateness of pervious pavement or green infrastructure in the right-of-way. The applicant will need to qualify the viability of permeable pavement or green infrastructure in terms of volume and/or rate reduction. It is expected that the applicant will submit items including but not limited to the following:

- (a) complete set of construction plans signed and sealed by an engineer licensed in the state of Pennsylvania;
- (b) geotechnical evaluation signed and sealed by an engineer licensed in the state of Pennsylvania, that provides subsoil infiltration rates;
- (c) data that demonstrates the project's alignment with the goals of PWSA's Green First Plan;
- (d) volume and rate reduction monitoring plan; and
- (e) maintenance plan.

If the DPW requests a traffic study from the applicant, it must include the numbers and classifications of vehicles. Candidates for pervious pavement and green infrastructure are limited to low traffic, local neighborhood streets with acceptable structural setbacks.

When pervious pavement or green infrastructure is approved in the right-of-way, the permittee will be required to enter into a license and maintenance agreement with the City.

The applicant will need to submit the project drawings to PWSA for review and approval prior to the DPW signing final construction plans.

19.5 **Curbs**

- 19.5.1 In the event the existing curb reveal at the project site is less than 4 IN, the DPW should be contacted immediately. Pre and post construction photographs documenting the curb reveal should be submitted to the DPW. The contact is:

City of Pittsburgh
Department of Public Works
City-County Building
414 Grant Street, Room 301
Pittsburgh, PA 15219
Attn: Construction Supervisor
412.255.2733

- 19.5.2 The request for curbless streets or curb extensions (i.e. bump outs, bulb outs) will be evaluated on a case by case basis in accordance with national standard practices as outlined by the National Association of City Transportation Officials (NACTO) and the procedures outlined in Section 1.1. It is the permit applicant's responsibility to collect all pertinent information for the DPW to evaluate the appropriateness of curbless streets. It is expected that the applicant will submit a traffic study (i.e. ADT) and parking study. The traffic study must include the numbers and classifications of vehicles. Candidates for curbless streets are limited to low speed, low traffic, local neighborhood streets with low parking demand.
- 19.5.3 When construction activities result in the modification or creation of curb lines, the permittee will be responsible to ensure that restored or new curb lines are consistent through intersections such that street grids are maintained or created to the extent practical.

20. **Restoration based on Total Disturbance Percentages**

Restoration based on total disturbance percentages that is enacted via this revised policy will go into effect for all projects being constructed beginning January 1, 2018.

20.1 Utilities, Full Depth Restoration

- 20.1.1 If construction activities in the street for one project disturbs 50% of the roadway block, the permittee shall provide a full depth restoration for the entire length of the roadway block.
- 20.1.2 The Director may, at his/her sole discretion, consider other factors in requiring full depth restoration, such as the locations of the excavations, the extent of lateral trenching for utility service, evidence of existing subsidence and relevant engineering studies.

- 20.1.3 If the project is designed and approved at less than 50% disturbance, and the constructed project exceeds the previously approved design disturbance and 50% or more of the roadway block is disturbed, then full depth restoration is required.
- 20.1.4 If more than one utility or agency is involved in construction activities in the street and openings for the project, and the cumulative disturbance of the construction activities, as constructed, is 50% or more of the roadway block, the lead utility or agency shall be responsible for a full depth restoration. The lead utility or agency must coordinate with other parties participating in the project and for seeking reimbursement for its costs from those other agencies or utilities.
- 20.1.5 Full depth restoration includes all line-striping required by the City's specification for that street. If the line-striping is not completed, and the City places the line-striping on the restored street, the lead utility or agency will be responsible for and invoiced for the City's cost.
- 20.2 Utilities, Milling and Paving
- 20.2.1 If construction activities in the street for one project disturbs less than 50% of the roadway block, but involves replacement of two or more facilities, the roadway block must be milled and paved from curb to curb.
- 20.2.2 If work in the street disturbs less than 50% of the roadway block, it does not meet the criteria in subsection 20.2.1 above, the street openings and excavations must meet the requirements of Section 19 Material Specific Restoration Requirements.
- 20.2.3 The Director may, at his/her sole discretion, consider other factors in requiring the roadway block to be milled and paved from curb to curb, such as the locations of the excavations, the extent of lateral trenching for utility service, evidence of existing subsidence and relevant engineering studies.
- 20.3 Private Developers, Milling and Paving
- 20.3.1 Except as noted in Subsections 20.3.3 and 20.3.4 below, private development projects of the following types which disturb in excess of 40% of the roadway within the adjacent roadway area as defined in Subsection 20.3.2, or install an average of three or more utility connections per lot or property involved in the development, shall be required to mill and pave the full adjacent roadway area:
- (a) New construction or substantial improvement of 6 or more residential lots or properties fronting on the same roadway block.
 - (b) Any project involving new construction or substantial improvement of at least 100 LF of frontage on a roadway block.

- (c) Any private development project fronting on a roadway in a City designated Historic District.

20.3.2 Adjacent roadway area shall remain:

- (a) For streets with a legal roadway width of 16 FT or less, the area of roadway adjacent to the private development project bounded by the two outer property lines of the project, extended to the opposing curb face so as to intersect it at, or near, right angles;
- (b) For streets with a legal roadway width greater than 16 FT, and where disturbance to the existing pavement extends beyond the centerline of the roadway, the area of roadway adjacent to the private development project bounded by the two outer property lines of the project, extended to the opposing curb face so as to intersect it at, or near, right angles;
- (c) For streets with a legal roadway width greater than 16 FT, and where disturbance to the existing pavement does not extend beyond the centerline of the roadway, the area of roadway adjacent to the private development project bounded by the outer property lines of the project, extended to the roadway centerline so as to intersect it at, or near, right angles;
- (d) Where disturbance to the existing pavement does not extend fully to the outer property lines of the project, the area of roadway adjacent to the private development project bounded by the limit of disturbance of the project extended to the roadway centerline (or opposing curb face, as appropriate) so as to intersect it at, or near, right angles. Such limits of disturbance, when determined by the City, shall not be less than the lesser of 100 LF of street frontage or 6 residential lots; or
- (e) Where new construction or substantial improvement is at a street corner, the adjacent roadway area shall be either areas adjacent to the private development project bounded by the property lines of the project, extended to the opposing curb face so as to intersect them at, or near, right angles.

20.3.3 Where a private development project overlaps with, or includes utility extensions or replacements, the requirements of Section 20.1 or 20.2 supersedes the requirements of this Section.

20.3.4 Where a private development project meeting the criteria of Section 20.3.1 either fronts on a roadway within a City designated Historic District and disturbs in excess of 40% of the Adjacent Roadway Area in that Historic Street, or the project requires installing an average of three or more utility connections per lot or property involved in the development, a full depth restoration of the adjacent roadway area is required.

- 20.3.5 Where milling and repaving is triggered by disturbances in two or more adjacent roadway areas abutting an intersection, the full roadway of the intersection between the 4 house lines of intersection must be milled and repaved.
 - 20.3.6 The Director will appoint all agents responsible for determining the adjacent roadway area, the percentage of the adjacent roadway area disturbed, and any milling and paving requirements; or shall require a licensed professional engineer to prepare calculations for this purpose. Appeals related to any such determinations or requirements must be submitted, in writing, to the Director for consideration.
 - 20.3.7 Areas disturbed for reasons other than utility installation or curb reconstruction, including areas disturbed by heavy machinery incidental to construction, may also be included in the disturbed area calculation.
 - 20.3.8 If more than one contractor, utility or agency is involved in construction activities in the street openings for the project and the cumulative disturbance from all those involved is at least 40% as constructed, the Developer must do the milling and repaving.
 - 20.3.9 Required milling and repaving shall include all line-striping required by the City's specification for that street. If the line-striping is not completed, and the City places the line striping on the restored street, the Developer will be invoiced for the City's costs.
- 20.4 All work must be completed in a timely matter, and in accordance with the approved plans, as determined prior to the start of construction. Failure to comply any work in a timely manner will serve as justification for a revocation of permits, holds on any Certificates of Occupancy, or the issuance of a Stop Work Order.

21. Moratorium

The 48 month moratorium that is enacted via this revised policy will go into effect for all projects being constructed beginning January 1, 2018.

- 21.1 Permission to open newly constructed or renovated streets and sidewalks will not be granted for 48 months after completion of street and sidewalk construction or renovation for asphalt streets and 60 months for concrete or concrete base streets with an asphalt or brick wearing course. Upon request made by the permittee, after being reviewed by the DPW in accordance with the process outlined in Section 1.1 of this policy, permission to open moratorium streets and sidewalks may be granted by the Director of Public Works when one of the following conditions is met:

- (a) An emergency that endangers life or property;
- (b) Interruption of essential utility service;
- (c) Service for buildings where no other reasonable means of providing service exists; or
- (d) Work that is mandated by City, State or Federal regulations.

Emergency work can proceed in accordance with Section 10.

- 21.2 In circumstances where permission to open is granted, openings made in moratorium streets and sidewalks shall be permanently restored according to the current City specifications to include but not limited to full slab and curb-to-curb restoration. Only the Director has the authority to grant exceptions, in accordance with the process outlined in Section 1.1.

22. Inspections

The DPW, through a uniform and responsive inspection process, can assure that construction activities in the right-of-way are completed in accordance with current City standards and national codes for reconstruction and site restoration. The objective of the DPW's inspection effort is to ensure that the City infrastructure is preserved, public safety is maintained and that restoration related issues are minimized.

22.1 Quality Control Inspection

- 22.1.1 DPW inspectors may serve as liaison among entities that access the public right-of-way to communicate construction standards, to coordinate activities among permit holders, and to provide direction for restoration.
- 22.1.2 Inspection will be provided by the DPW inspectors, and assisted by other City officials as necessary and appropriate.
- 22.1.3 DPW inspectors shall inspect the restoration of the right-of-way, and shall monitor backfilling, compaction, repaving, and hazard protection.
- 22.1.4 DPW inspectors will inspect to ensure that all restoration shall result in a condition equal to or better than that which existed prior to construction.

22.2 Method of Inspection

Some inspections will be on-going throughout the course of construction activities whereas other inspections may be made only after completing certain phases. The following considerations will apply.

- 22.2.1 All parties accessing the public right-of-way will notify the City inspector of their work schedule(s) prior to the start of those activities.
- 22.2.2 Inspectors will establish with the permittee a schedule of inspection before the opening is made and before restoration is complete.

22.2.3 Inspectors shall monitor all construction activities in the City's right-of-way to ensure proper permitting is on site.

22.2.4 Inspectors may require materials testing should conditions warrant.

23. Failure to Comply

Where any utility companies, private contractors or other entities obstructing or conducting construction activities in the right-of-way fails to comply with the City Code, and/or with the procedures set forth herein, and/or with the terms or conditions of any permit issued by the City, the City, without waiving any right or remedies it may have in law or equity, may invoke against such person the sanctions, remedies, penalties and extra fees set forth in the City Code, Title Four, Article I, Chapter 415, Sections 415.13, 415.14, 415.15, and 416.23.

APPENDIX A PAVING SPECIFICATIONS

PAVERLAID HOT-MIX PAVING SPECIFICATIONS FOR RESTORATION REVISED: FEBRUARY 2017

All bituminous asphalt for City streets must be produced by a PennDOT approved vendor.

The list of vendors can be found in PennDOT Contract 5610-36. DPW requires paving material to be HMA 9.5mm for wearing course and 19mm for the binder course pursuant to PennDOT Publication 408 (current edition) Section 409 Table A (metric) Table B.

DPW requires an ESAL level of no less than 3 to 30 million ESAL. All mix designs should be faxed to 412-622-6944 for approval. Include a cover sheet with the permittee's name, the contractor's name, the contact person and phone number.

PennDOT Publication 408 will be used for lay down and compaction procedures.

DPW reserves the right to test the paving material at the Asphalt Testing Laboratory located at 4501 Centre Avenue. The City's inspection team will check the compaction, milling, and material depth.

Permittees will be required to install wedge curbs on unimproved streets per direction from the DPW.

Permittees will be required to saw cut and seal over expansion joints of streets that were originally installed as concrete.

Permittees must seal all curbs, utility castings, and any cold transverse joints shall with AC-20 immediately after the wearing course is placed.

DPW requires the permittee to provide a copy of all material delivery tickets.

Milling Operation for Primary Streets

All milling is to be completed to a depth of 4 IN

Paverlaid hot-mix paving

The 19mm **3-30** binder course will be applied in a 2.5 IN compacted layer.

The 9.5 mm **3-30** Wearing course will be applied in a 1.5 IN compacted layer.

DPW requires Class PG 76-22 for primary streets.

Milling Operation for Secondary Streets

All milling is to be completed to a depth of 3.5 IN

Paverlaid hot-mix paving

The 19mm binder course will be applied in a 2 IN compacted layer.

The 9.5 mm wearing course will be applied in a 1.5 IN compacted layer.

DPW may allow Class PG 64-22 on secondary streets if the street is not a truck or bus route.

Pavement Makings

The contractor is responsible for the placement of all pavement markings required by the City of Pittsburgh.

Contractor is to use hot thermoplastic pavement markings meeting the requirements of PennDOT Publication 408 Section 960 (current edition), at a minimum thickness of 90 mils \pm 3 mils. The following are the sizes and types to be used:

1. 4 IN double yellow for center lines
2. 6 IN white for lane lines
3. 24 IN or 12 IN white for cross walks (as determined by existing conditions)
4. 18 IN white for stop bars

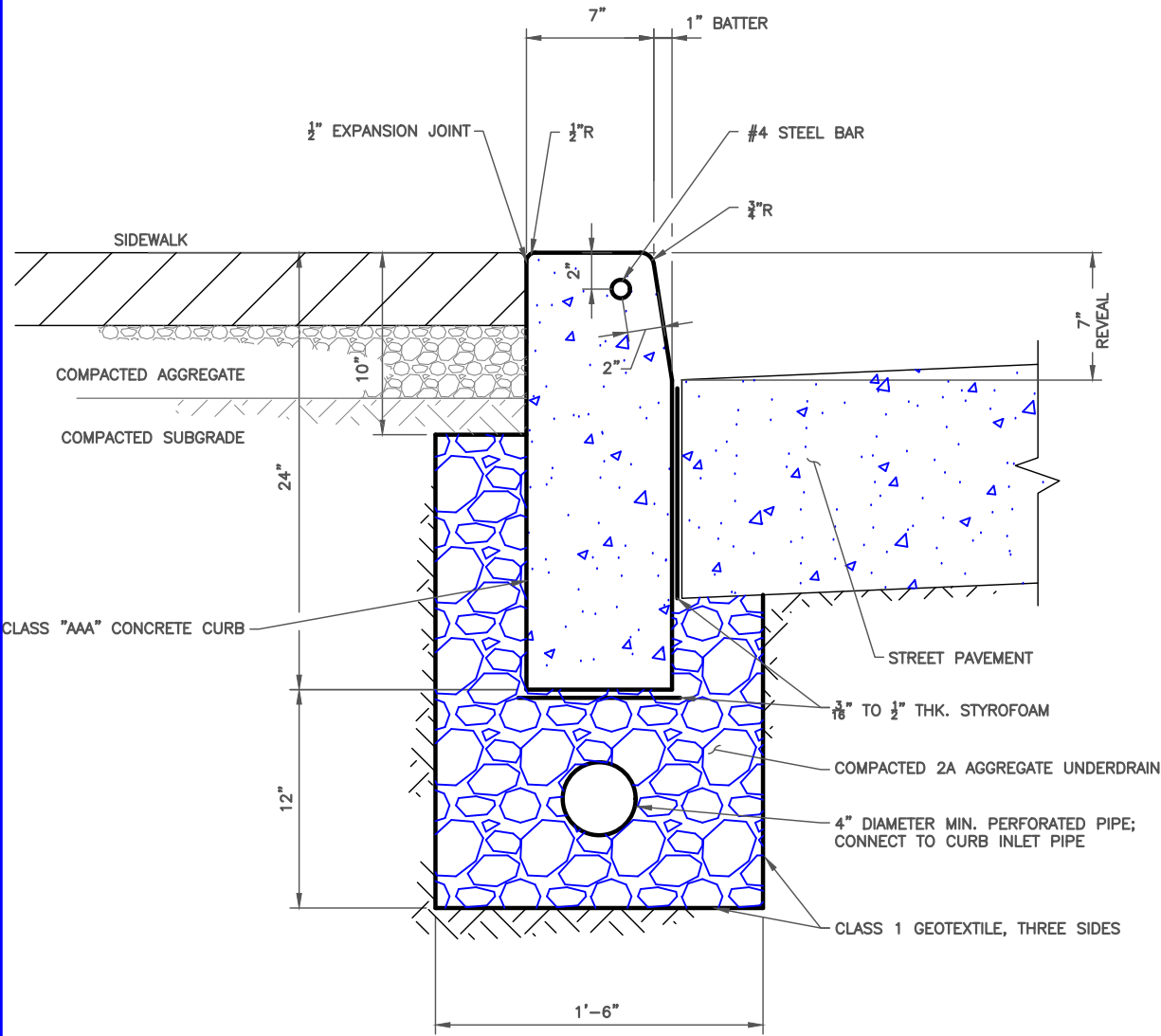
Stencils will need to be replaced in kind and in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

The Contractor is to follow manufacturer's application procedure when placing the markings.

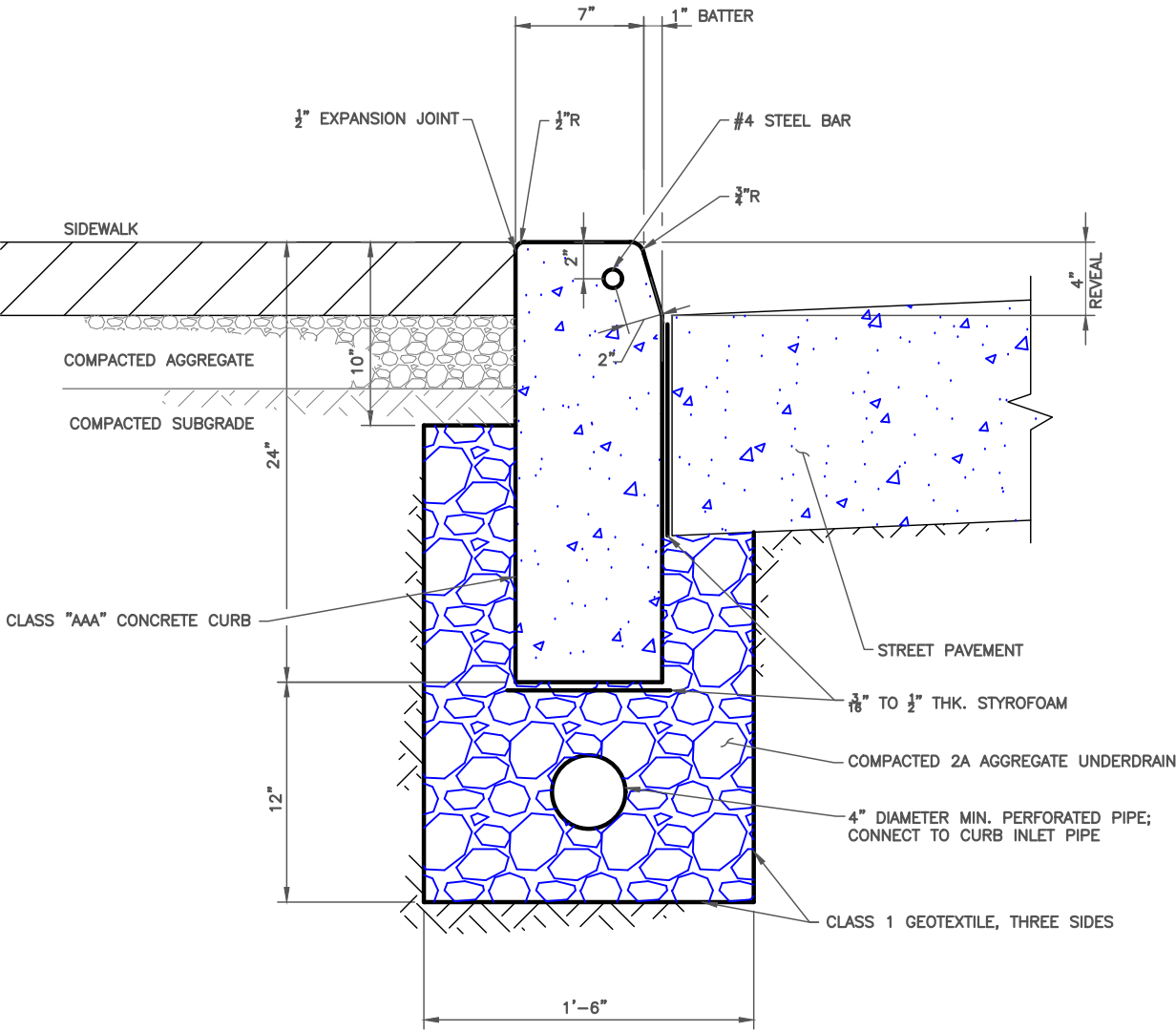
The final disposition of the marking will be decided by the City of Pittsburgh/Department of Public Works Traffic Supervisor or his/her designee.

APPENDIX B CONSTRUCTION DETAILS

SC-100	CONCRETE DEEP CURB
SC-500	REINFORCED CONCRETE SIDEWALK
SC-501a	BITUMINOUS PAVEMENT FOR PRIMARY AND SECONDARY STREETS
SC-501b	GRANITE CURB
SC-502a	TYPE 1 CURB RAMP, 6' SIDEWALK
SC-502b	TYPE 1 CURB RAMP, 5' SIDEWALK
SC-502c	TYPE 2 CURB RAMP, 4' LANDING
SC-502d	TYPE 2 CURB RAMP, 3' LANDING
SC-502e	TYPE 3 CURB RAMP, 4' LANDING
SC-502f	TYPE 3 CURB RAMP, 3' LANDING
SC-502g	TYPE 4 CURB RAMP
SC-502h	TYPE 100 CURB RAMP, 4' LANDING
SC-502i	TYPE 100 CURB RAMP, 3' LANDING
PL-200	STREET TREE ROOT ZONE REQUIREMENTS



7" REVEAL



4" REVEAL

NOTES:

1. 4" REVEAL PERMITTED WHEN FIELD CONDITIONS DO NOT ALLOW STANDARD 7" REVEAL; USE OF 4" OR OTHER REVEAL HEIGHT TO BE APPROVED BY DPW PRIOR TO OBTAINING STREET OR SIDEWALK OPENING PERMITS.
2. CURB CONSTRUCTION JOINTS SHALL BE SPACED AT A MAXIMUM OF 10'-0", AND SHALL COINCIDE WITH TRANSVERSE JOINTS IN PAVEMENT AND/OR BASE.
3. EXTEND ALL PAVEMENT JOINTS THROUGH CURB.
4. ALL CONCRETE CURB SHALL BE CURED BY THE SAME METHOD AS CONCRETE PAVEMENT OR BASE COURSE.
5. PERFORATED PIPE MAY BE OMITTED FROM UNDERDRAIN AS DIRECTED BY THE DPW.

CONCRETE DEEP CURB

SCALE: 1" = 10'

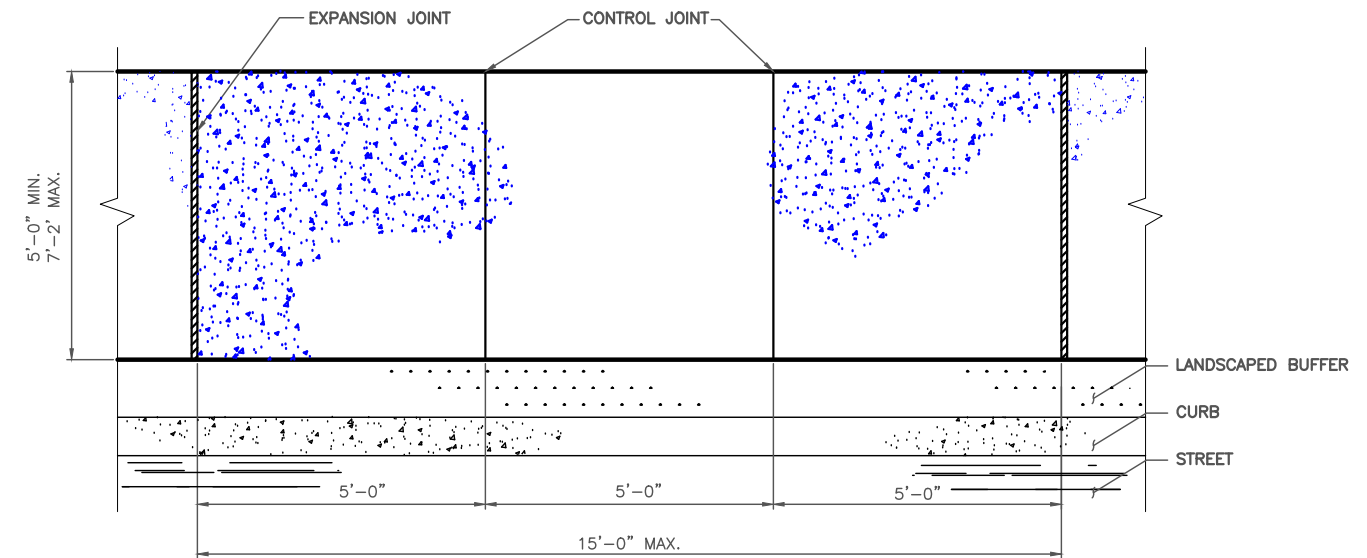
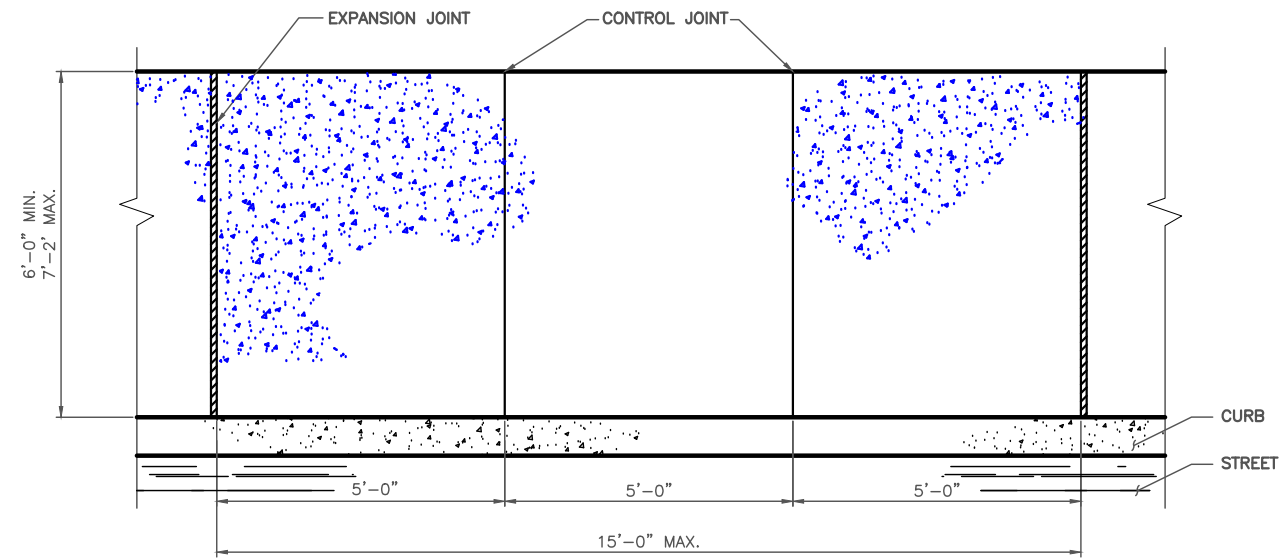
CITY OF PITTSBURGH
STANDARDS OF CONSTRUCTION

STREETS DIVISION, MANAGER	DATE
TRAFFIC DIVISION, MANAGER	DATE
ASSISTANT DIRECTOR OF DPW	DATE
DIRECTOR OF DPW	DATE

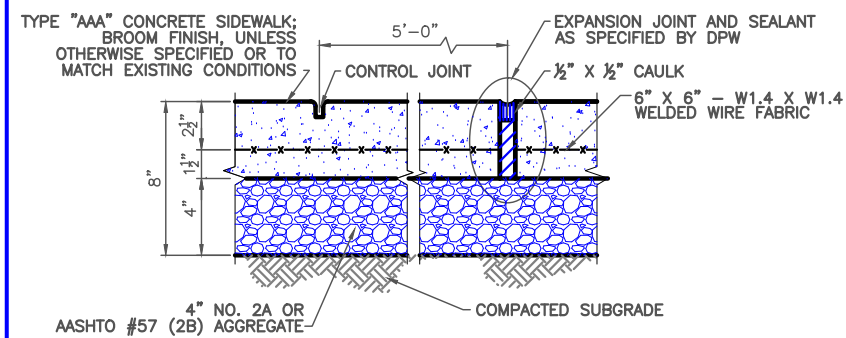


SC-100

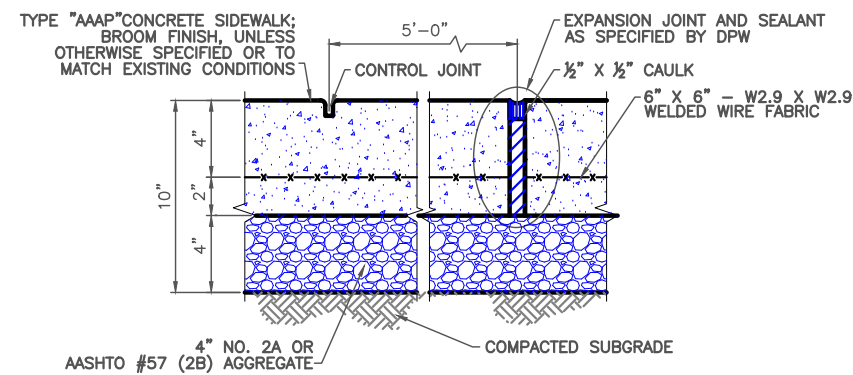
DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION



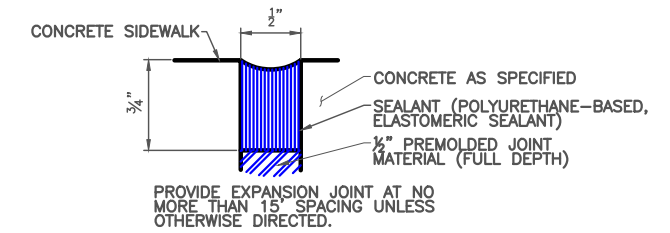
PLAN



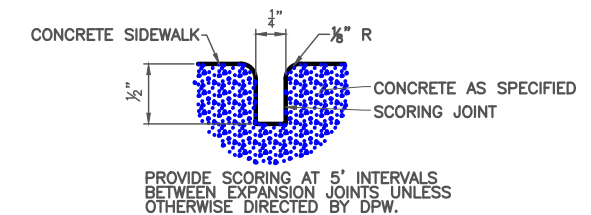
4" SECTION
SCALE: 1" = 10'



6" SECTION
SCALE: 1" = 10'



EXPANSION JOINT
NOT TO SCALE



CONTROL JOINT
NOT TO SCALE

NOTES:

- 4" REINFORCED SIDEWALK REQUIRED IN AREAS OF PERSONAL VEHICLE LOADING AND/OR TRAFFIC, OR WHERE SUCH USE ARE EXPECTED, OR WHERE MANDATED BY THE DPW.
- PADOT CLASS "AAA" SHALL HAVE COMPRESSIVE CAPACITY OF 4,000 PSI AT 28 DAYS.
- ALL PAVEMENT JOINTS SHALL BE EXTENDED THROUGH CURB WHEN COINCIDENTAL WITH CURB JOINT.
- EACH PAD SHALL NOT EXCEED 36.0 SF.

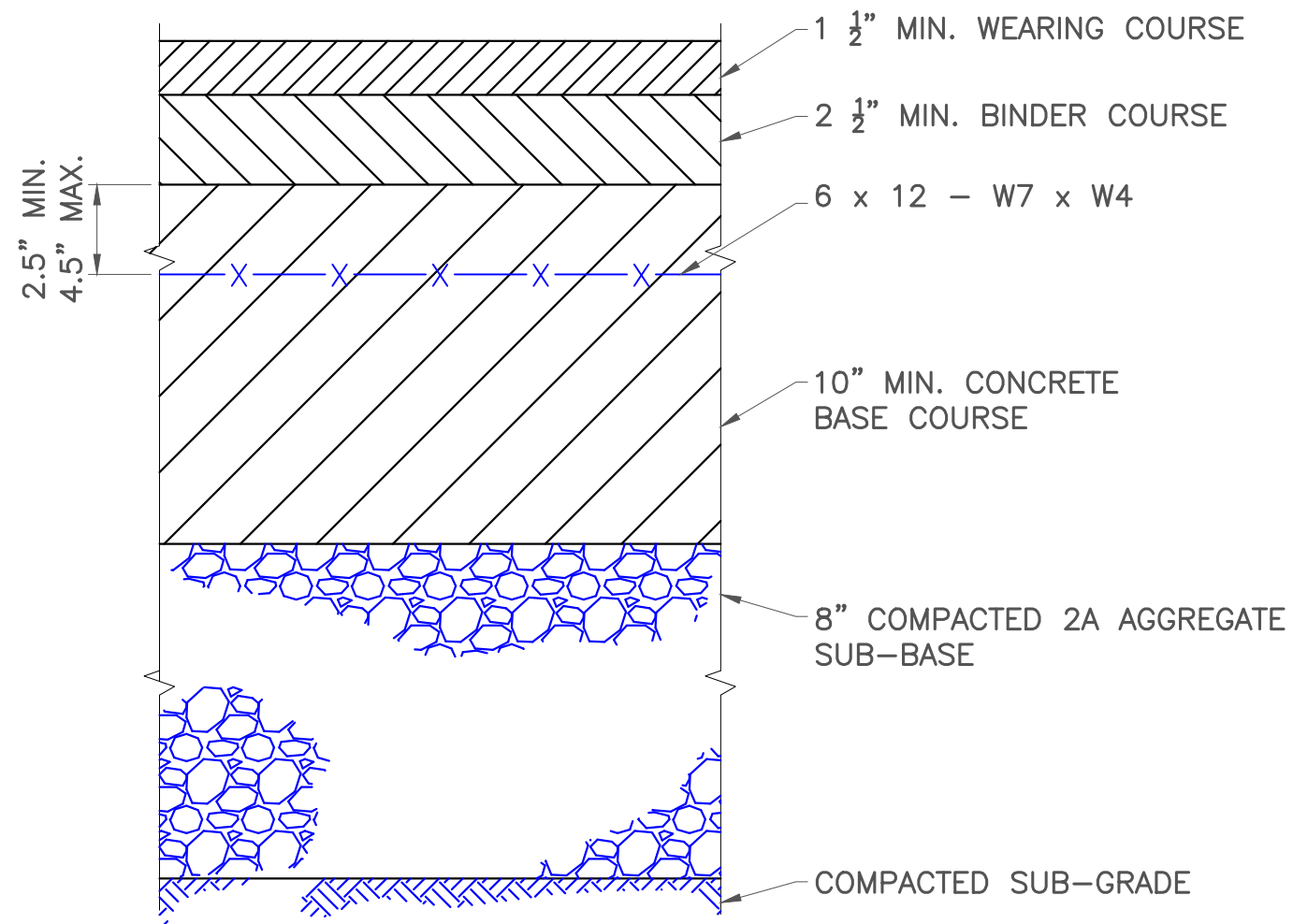
REINFORCED CONCRETE SIDEWALK
SCALE: 1" = 40' U.O.N.

CITY OF PITTSBURGH
STANDARDS OF CONSTRUCTION

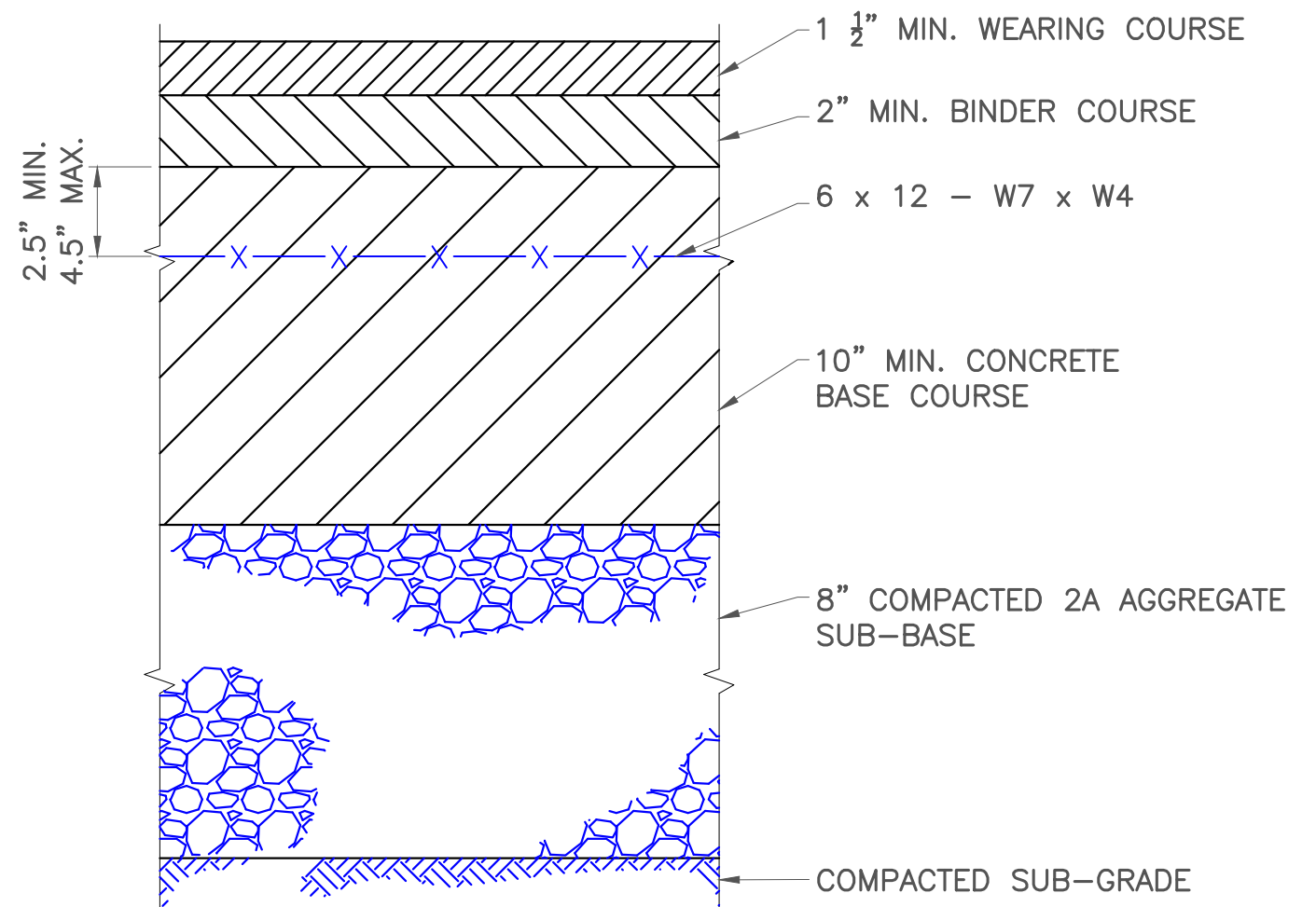
STREETS DIVISION, MANAGER	DATE
TRAFFIC DIVISION, MANAGER	DATE
ASSISTANT DIRECTOR OF DPW	DATE
DIRECTOR OF DPW	DATE



DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION



PRIMARY STREETS



SECONDARY STREETS

NOTES:

1. HOT MIX BITUMINOUS ONLY, PER CURRENT EDITION OF PENNDOT PUBLICATION 408.
2. WEARING COURSE: COMPACTED, 9.5MM, PG 76-22.
3. BINDER COURSE: COMPACTED, 19MM, PG 76-22.
4. DPW MAY ALLOW PG 64-22 ON SECONDARY STREETS IF STREET IS NOT A TRUCK OR BUS ROUTE.
5. RIGID BASE COURSE: PENNDOT TYPE "AA" CONCRETE, OR ALTERNATE MATERIAL TO MATCH EXISTING AS DIRECTED BY THE DEPARTMENT OF PUBLIC WORKS.
6. AGGREGATE SUB-BASE: COMPACTED TO STANDARDS OF CURRENT EDITION OF PENNDOT PUBLICATION 408, SECTION 400.
7. ESAL DESIGN RANGE: 3 TO 30 MILLION.
8. DESIGN TO BE BASED ON CURRENT EDITION OF PENNDOT PUBLICATION 242.

BITUMINOUS PAVEMENT FOR PRIMARY (ARTERIAL AND COLLECTOR) AND SECONDARY (LOCAL) STREETS

SCALE: 1" = 5'

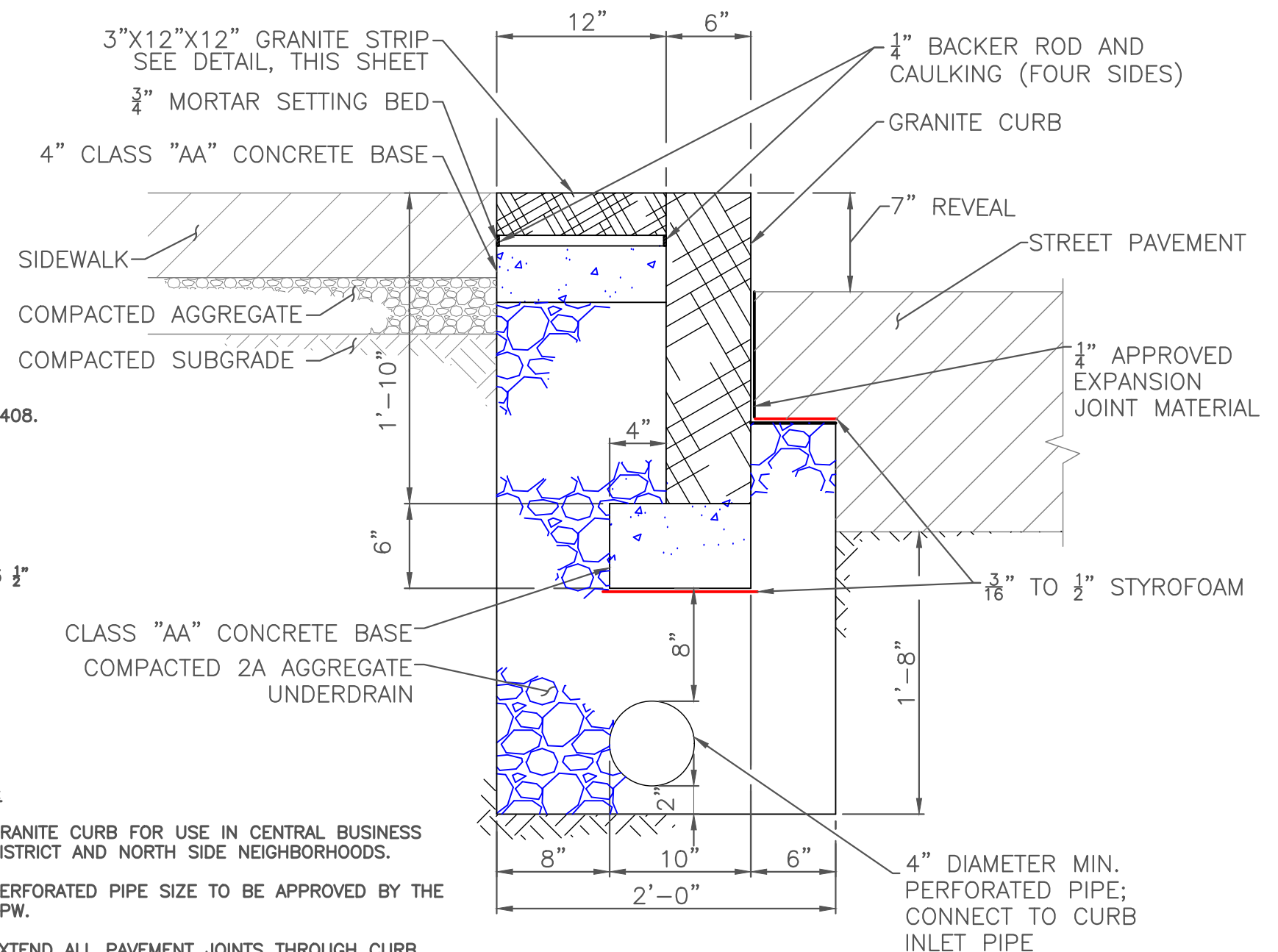
CITY OF PITTSBURGH
STANDARDS OF CONSTRUCTION

STREETS DIVISION, MANAGER	DATE
TRAFFIC DIVISION, MANAGER	DATE
ASSISTANT DIRECTOR OF DPW	DATE
DIRECTOR OF DPW	DATE



SC-501a

DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION



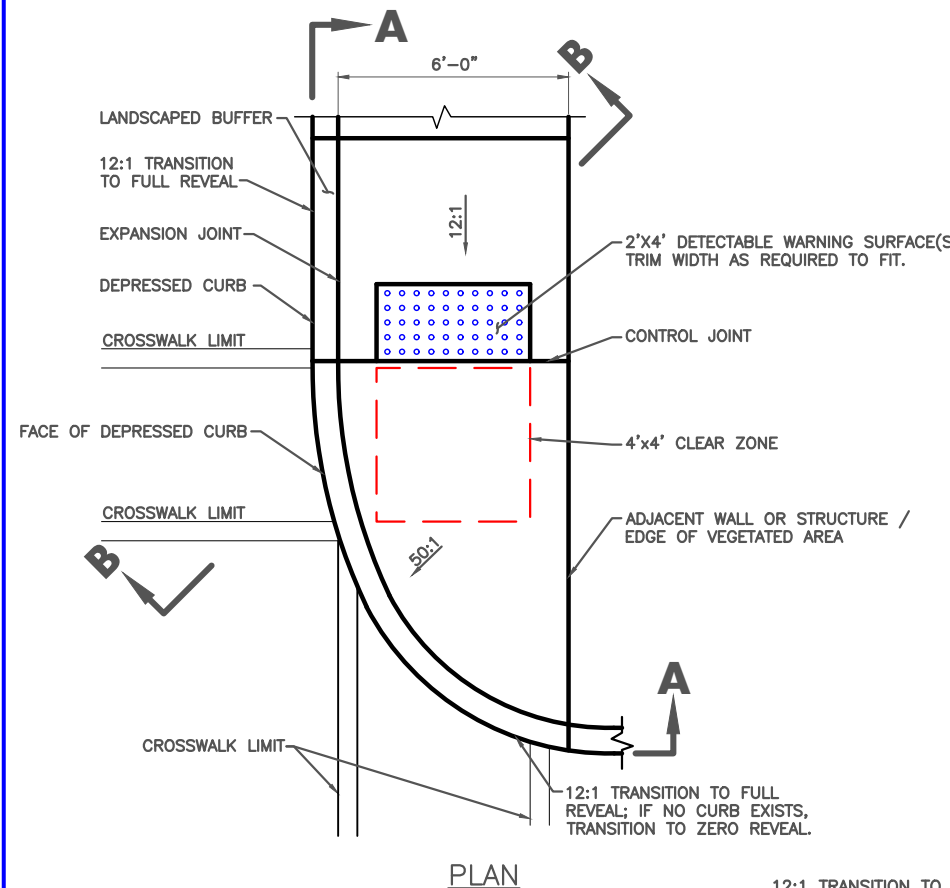
CITY OF PITTSBURGH
STANDARDS OF CONSTRUCTION

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TRAFFIC DIVISION, MANAGER	DATE
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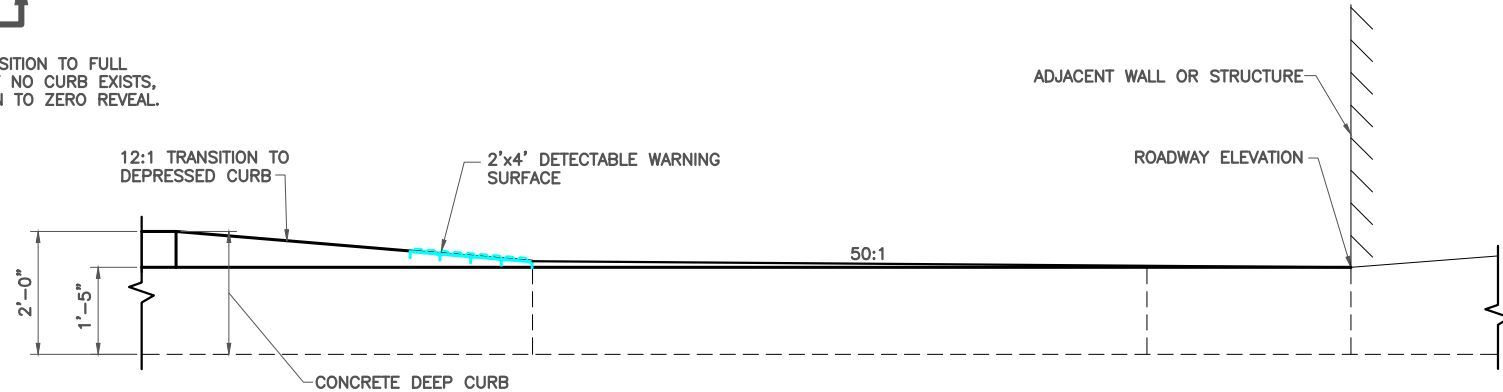


SC-501b

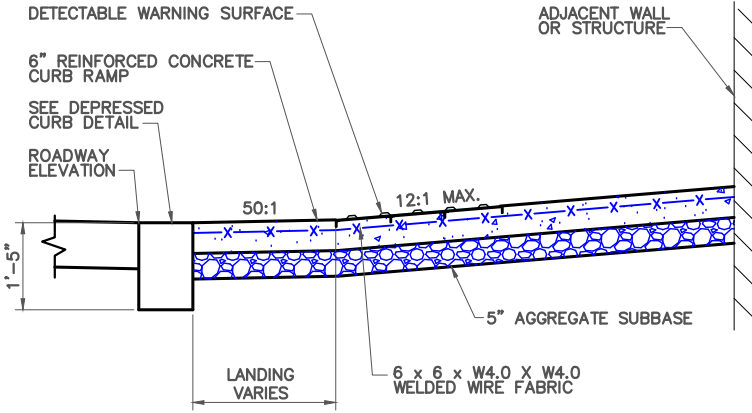


NOTES:

1. CITY MONUMENTS ARE TO BE REPAIRED OR REPLACED BY P.L.S. LICENSED IN COMMONWEALTH OF PENNSYLVANIA IF DAMAGED DURING CONSTRUCTION.
2. DETECTABLE WARNING SURFACE (DWS) TO BE CAST-IN-PLACE, REPLACEABLE, WET-SET; COLOR: FEDERAL YELLOW (33538) FOR ALL ZONES, PER ADA SOLUTIONS, INC. PART NO. 2436IDPAV2 OR EQUAL.
3. USE ONLY A CONCRETE COATING AND SEALER THAT IS CLEAR WHEN CURED.
4. CONCRETE TO BE PENNDOT CLASS "AAA" AT BOTH CURB RAMP AND DWS PAD.
5. INSTALL CURBS SEPARATELY FROM HANDICAP CURB RAMPS. MONOLITHIC POURS WILL NOT BE ACCEPTED.
6. SLOPES GIVEN ARE THE MAXIMUM. RAMPS WILL NOT BE ACCEPTED IF THE MAXIMUM SLOPES ARE EXCEEDED.
7. CLEAR ZONE MUST BE ENTIRELY WITHIN CROSSWALK LINES AND OUT OF TRAVEL LANES FOR RAMP TO BE COMPLIANT.
8. THIS HANDICAP RAMP DETAIL IS A STANDARD FOR IDEAL SITE CONDITIONS. IF EXISTING SITE CONDITIONS DO NOT OTHERWISE ALLOW THE RAMP TO BE CONSTRUCTED AS DEPICTED IN THIS DRAWING, AN ALTERED VERSION CAN BE CONSTRUCTED, CONTINGENT UPON REVIEW AND APPROVAL OF TECHNICAL INFEASIBILITY FORM.

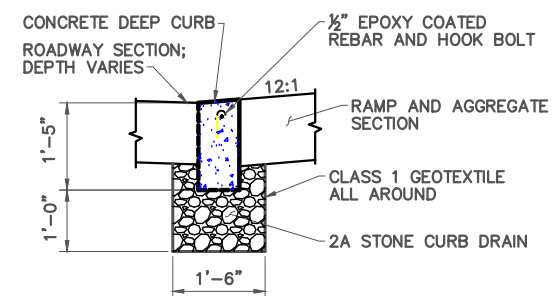


SECTION A-A
NOT TO SCALE

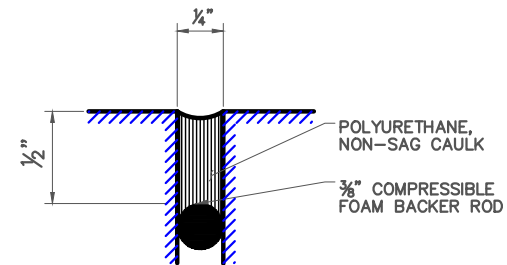


SECTION B-B
NOT TO SCALE

TYPE 1 CURB RAMP, 6' SIDEWALK SCALE: 1" = 5' U.O.N.



DEPRESSED CURB
NOT TO SCALE



INSTALL EXPANSION JOINT ALL AROUND
WHERE INDICATED ON PLAN.

EXPANSION JOINT
NOT TO SCALE

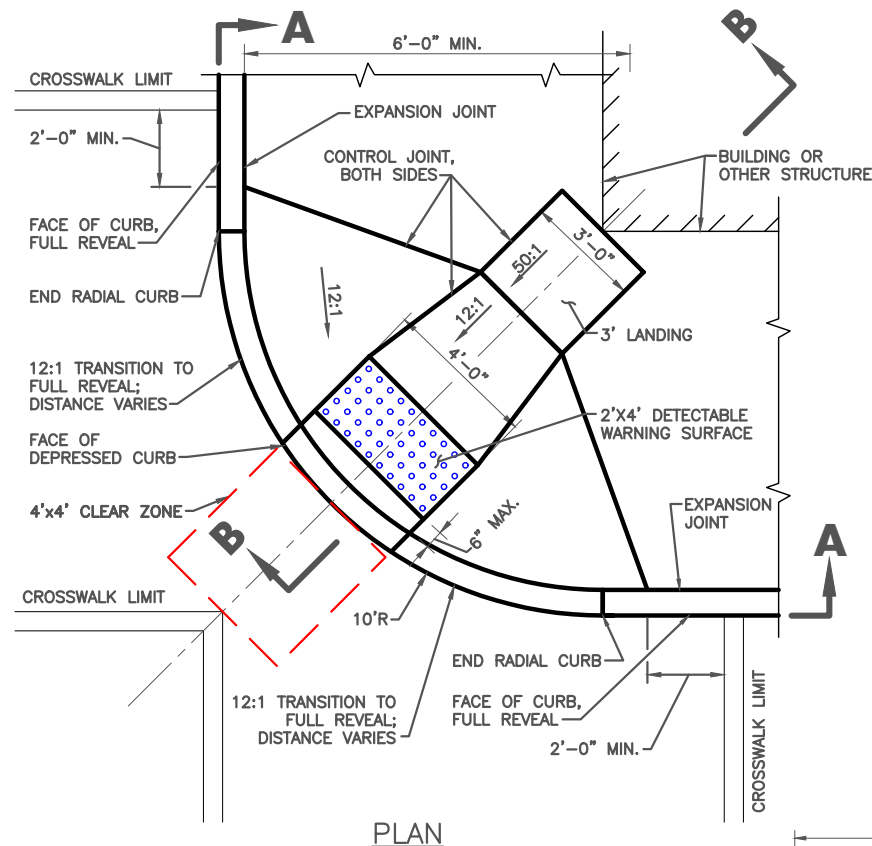
CITY OF PITTSBURGH STANDARDS OF CONSTRUCTION

STREETS DIVISION, MANAGER	DATE
TRAFFIC DIVISION, MANAGER	DATE
ASSISTANT DIRECTOR OF DPW	DATE
DIRECTOR OF DPW	DATE

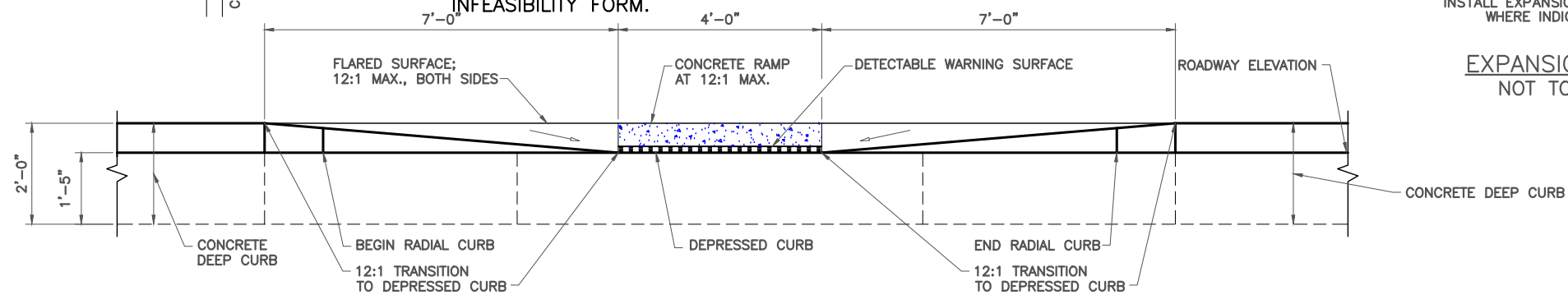


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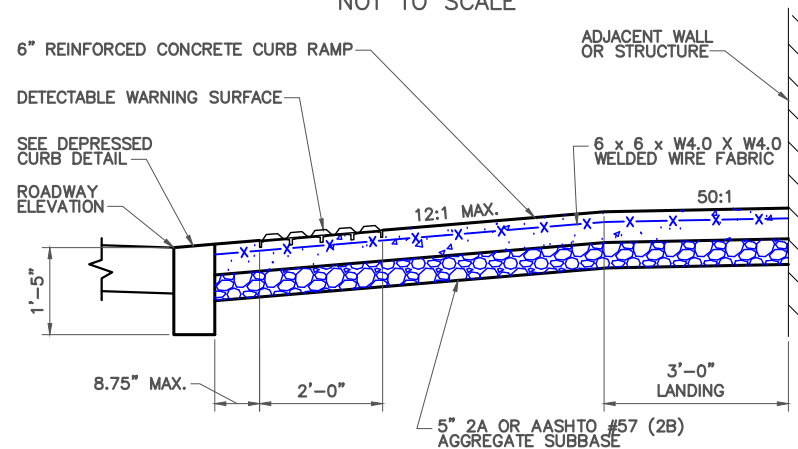
DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION



PLAN



SECTION A-A
NOT TO SCALE



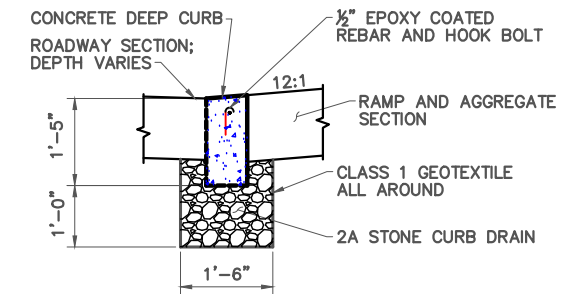
SECTION B-B
NOT TO SCALE

TYPE 2 CURB RAMP, 3' LANDING

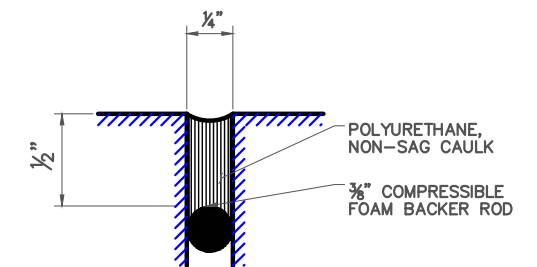
SCALE: 1" = 5' U.O.N.

NOTES:

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3. USE ONLY A CONCRETE COATING AND SEALER THAT IS CLEAR WHEN CURED.
4. CONCRETE TO BE PENNDOT CLASS "AAA" AT BOTH CURB RAMP AND DWS PAD.
5. INSTALL CURBS SEPARATELY FROM HANDICAP CURB RAMPS. MONOLITHIC POURS WILL NOT BE ACCEPTED.
6. SLOPES GIVEN ARE THE MAXIMUM. RAMPS WILL NOT BE ACCEPTED IF THE MAXIMUM SLOPES ARE EXCEEDED.
7. CLEAR ZONE MUST BE ENTIRELY WITHIN CROSSWALK LINES AND OUT OF TRAVEL LANES FOR RAMP TO BE COMPLIANT.
8. WHEN 4' LANDING CANNOT BE INSTALLED, SIDE TRANSITIONS MUST NOT EXCEED A 12:1 SLOPE.
9. THIS HANDICAP RAMP DETAIL IS A STANDARD FOR IDEAL SITE CONDITIONS. IF EXISTING SITE CONDITIONS DO NOT OTHERWISE ALLOW THE RAMP TO BE CONSTRUCTED AS DEPICTED IN THIS DRAWING, AN ALTERED VERSION CAN BE CONSTRUCTED, CONTINGENT UPON REVIEW AND APPROVAL OF TECHNICAL INFEASIBILITY FORM.



DEPRESSED CURB
NOT TO SCALE



INSTALL EXPANSION JOINT ALL AROUND
WHERE INDICATED ON PLAN.

EXPANSION JOINT
NOT TO SCALE

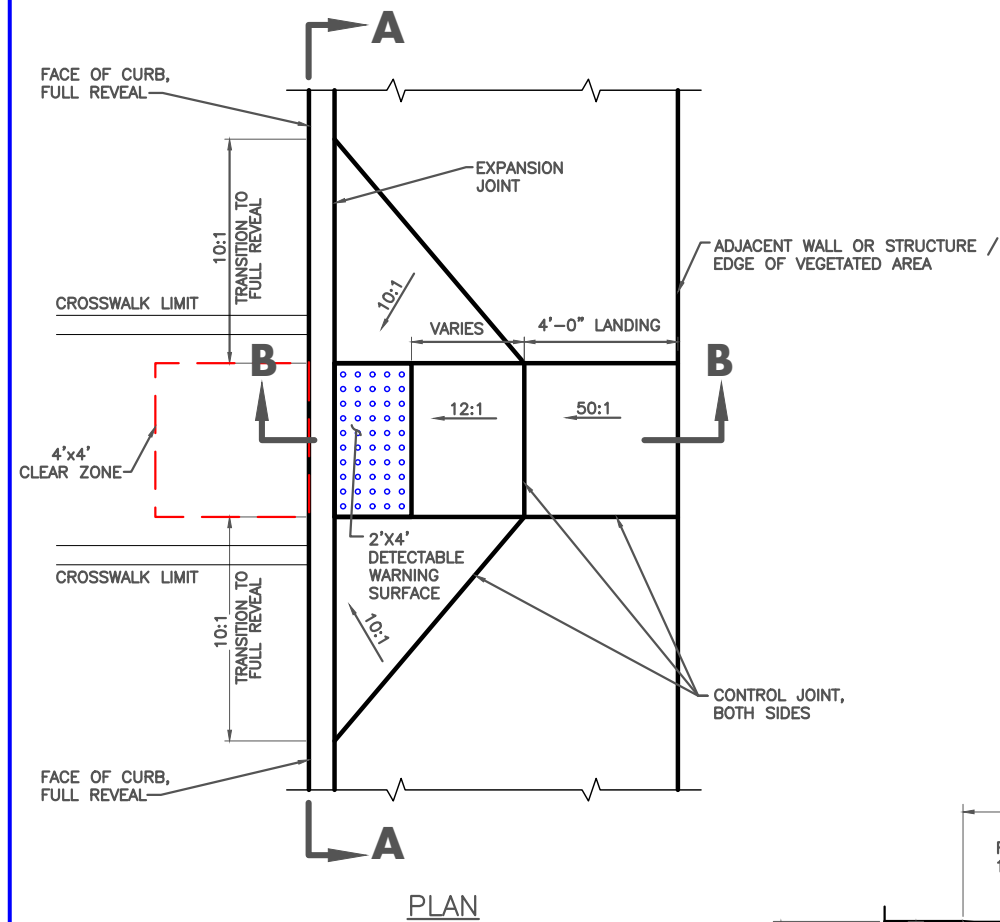
CITY OF PITTSBURGH STANDARDS OF CONSTRUCTION

STREETS DIVISION, MANAGER	DATE
TRAFFIC DIVISION, MANAGER	DATE
ASSISTANT DIRECTOR OF DPW	DATE
DIRECTOR OF DPW	DATE



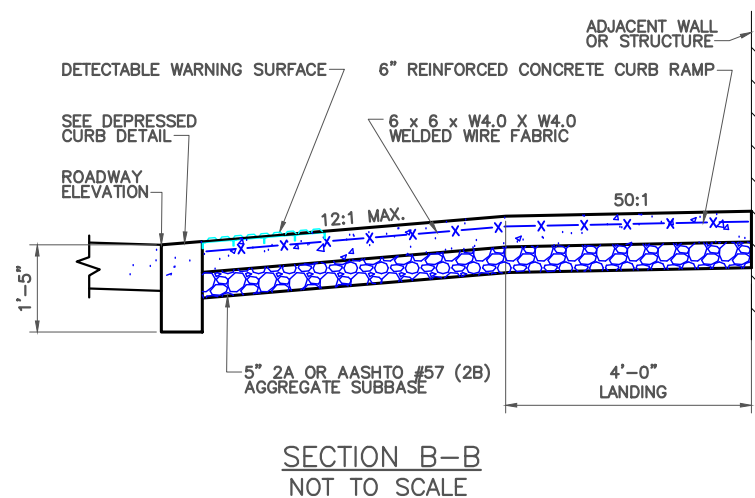
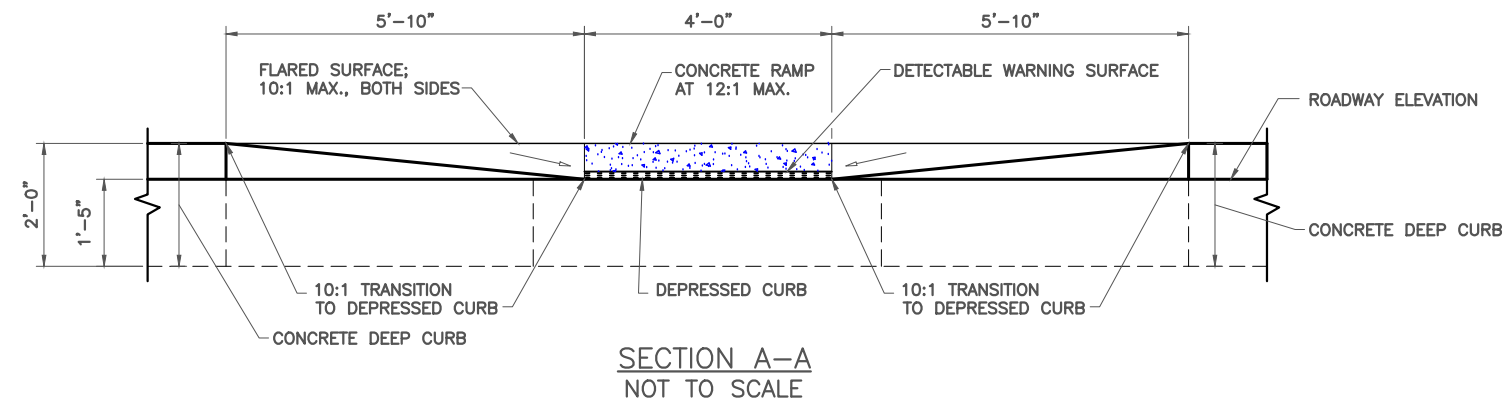
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DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION

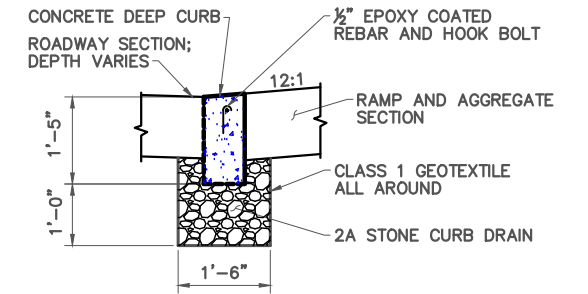


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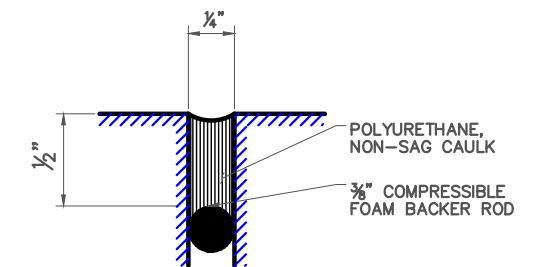
1. CITY MONUMENTS ARE TO BE REPAIRED OR REPLACED BY P.L.S. LICENSED IN COMMONWEALTH OF PENNSYLVANIA IF DAMAGED DURING CONSTRUCTION.
2. DETECTABLE WARNING SURFACE (DWS) TO BE CAST-IN-PLACE, REPLACEABLE, WET-SET; COLOR: FEDERAL YELLOW (33538) FOR ALL ZONES, PER ADA SOLUTIONS, INC. PART NO. 2436IDPAV2 OR EQUAL.
3. USE ONLY A CONCRETE COATING AND SEALER THAT IS CLEAR WHEN CURED.
4. CONCRETE TO BE PENNDOT CLASS "AAA" AT BOTH CURB RAMP AND DWS PAD.
5. INSTALL CURBS SEPARATELY FROM HANDICAP CURB RAMPS. MONOLITHIC POURS WILL NOT BE ACCEPTED.
6. SLOPES GIVEN ARE THE MAXIMUM. RAMPS WILL NOT BE ACCEPTED IF THE MAXIMUM SLOPES ARE EXCEEDED.
7. CLEAR ZONE MUST BE ENTIRELY WITHIN CROSSWALK LINES AND OUT OF TRAVEL LANES FOR RAMP TO BE COMPLIANT.
8. THIS HANDICAP RAMP DETAIL IS A STANDARD FOR IDEAL SITE CONDITIONS. IF EXISTING SITE CONDITIONS DO NOT OTHERWISE ALLOW THE RAMP TO BE CONSTRUCTED AS DEPICTED IN THIS DRAWING, AN ALTERED VERSION CAN BE CONSTRUCTED, CONTINGENT UPON REVIEW AND APPROVAL OF TECHNICAL INFEASIBILITY FORM.



TYPE 3 CURB RAMP, 4' LANDING
SCALE: 1" = 5' U.O.N.



**DEPRESSED CURB
NOT TO SCALE**



INSTALL EXPANSION JOINT ALL AROUND
WHERE INDICATED ON PLAN.

**EXPANSION JOINT
NOT TO SCALE**

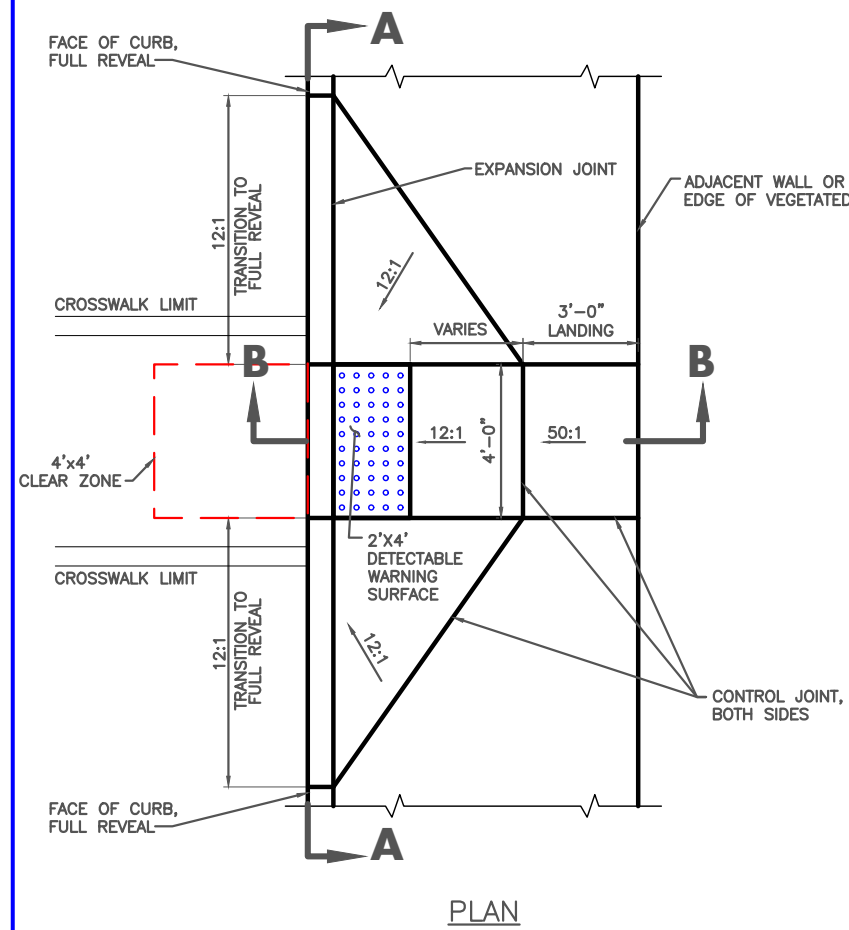
**CITY OF PITTSBURGH
STANDARDS OF CONSTRUCTION**

STREETS DIVISION, MANAGER	DATE
TRAFFIC DIVISION, MANAGER	DATE
ASSISTANT DIRECTOR OF DPW	DATE
DIRECTOR OF DPW	DATE



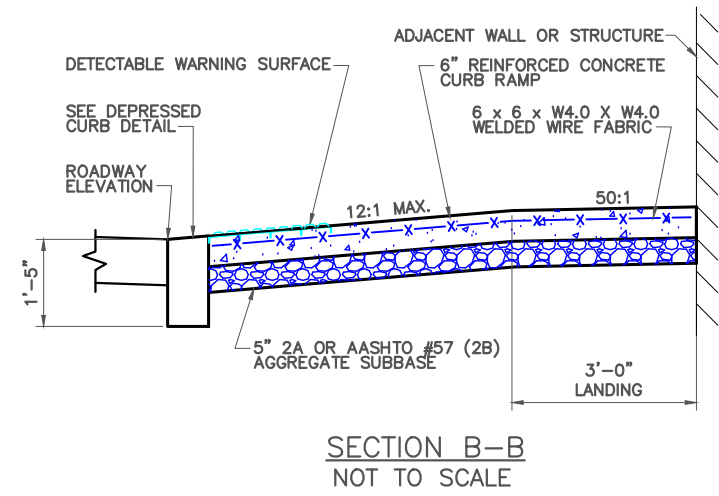
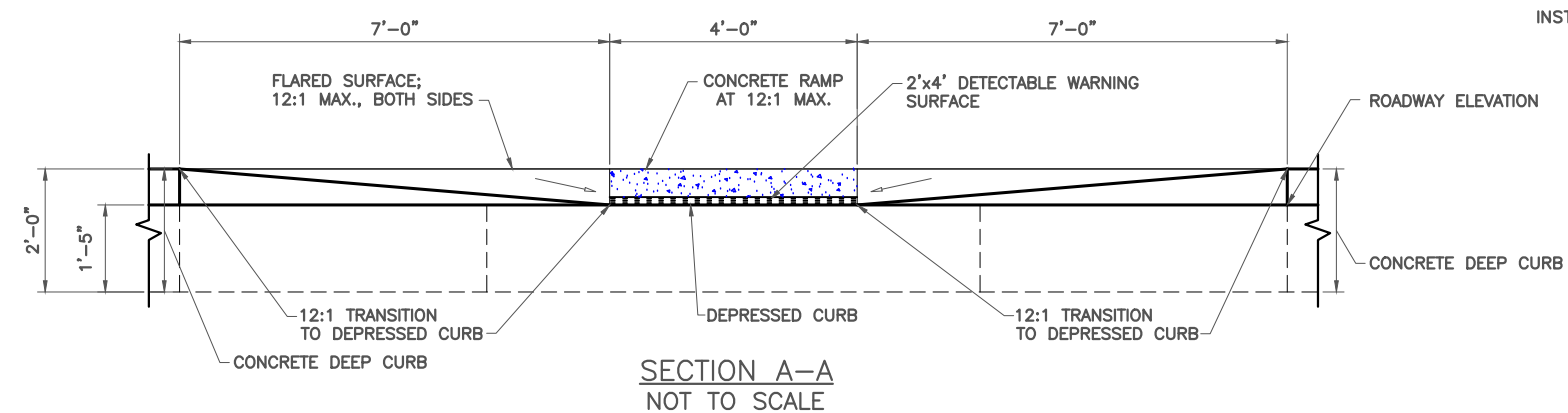
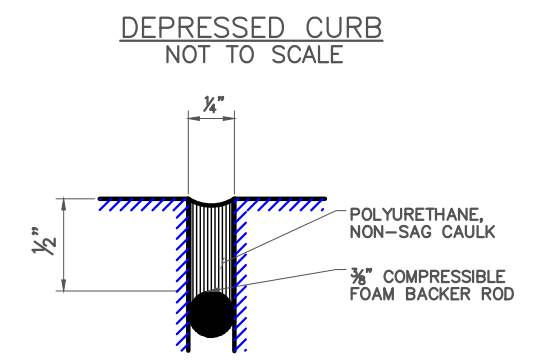
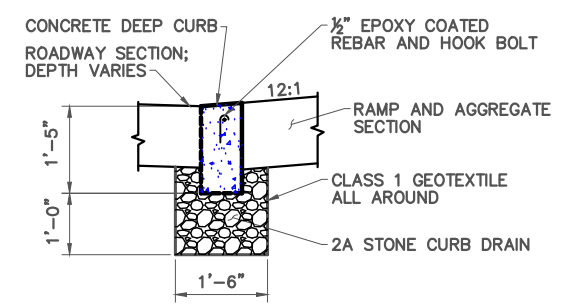
SC-502e

DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION



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2. DETECTABLE WARNING SURFACE (DWS) TO BE CAST-IN-PLACE, REPLACEABLE, WET-SET; COLOR: FEDERAL YELLOW (33538) FOR ALL ZONES, PER ADA SOLUTIONS, INC. PART NO. 2436IDPAV2 OR EQUAL.
3. USE ONLY A CONCRETE COATING AND SEALER THAT IS CLEAR WHEN CURED.
4. CONCRETE TO BE PENNDOT CLASS "AAA" AT BOTH CURB RAMP AND DWS PAD.
5. INSTALL CURBS SEPARATELY FROM HANDICAP CURB RAMPS. MONOLITHIC POURS WILL NOT BE ACCEPTED.
6. SLOPES GIVEN ARE THE MAXIMUM. RAMPS WILL NOT BE ACCEPTED IF THE MAXIMUM SLOPES ARE EXCEEDED.
7. CLEAR ZONE MUST BE ENTIRELY WITHIN CROSSWALK LINES AND OUT OF TRAVEL LANES FOR RAMP TO BE COMPLIANT.
8. THIS HANDICAP RAMP DETAIL IS A STANDARD FOR IDEAL SITE CONDITIONS. IF EXISTING SITE CONDITIONS DO NOT OTHERWISE ALLOW THE RAMP TO BE CONSTRUCTED AS DEPICTED IN THIS DRAWING, AN ALTERED VERSION CAN BE CONSTRUCTED, CONTINGENT UPON REVIEW AND APPROVAL OF TECHNICAL INFEASIBILITY FORM.



TYPE 3 CURB RAMP, 3' LANDING
SCALE: 1" = 5' U.O.N.

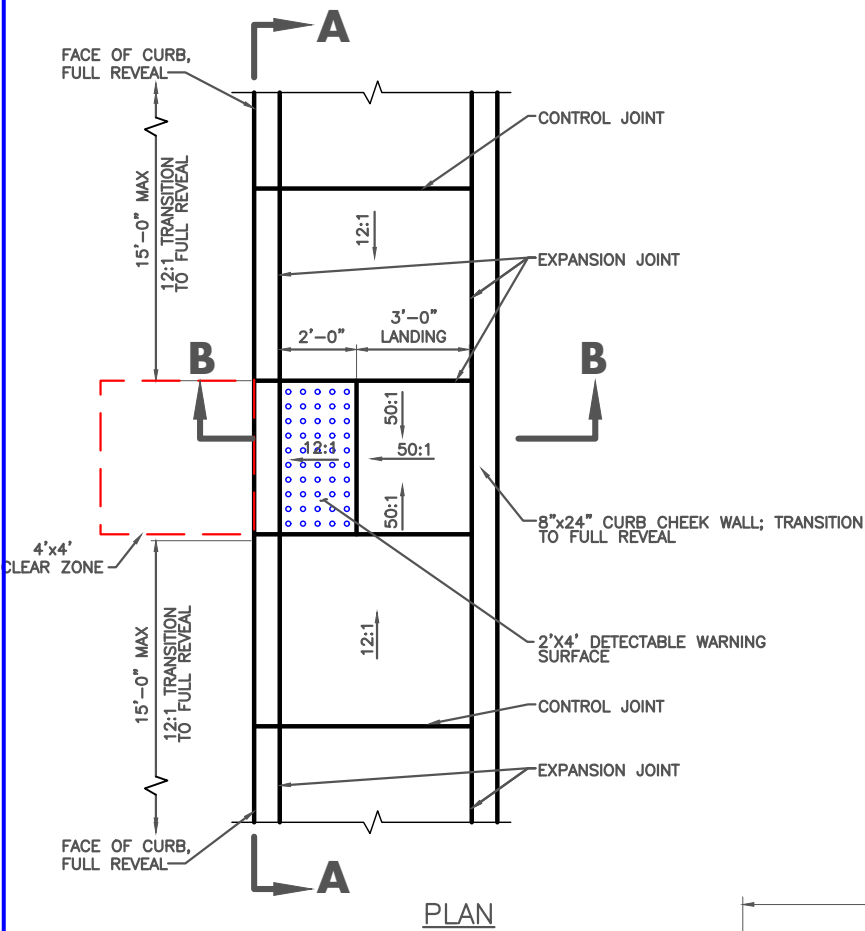
CITY OF PITTSBURGH
STANDARDS OF CONSTRUCTION

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DIRECTOR OF DPW	DATE

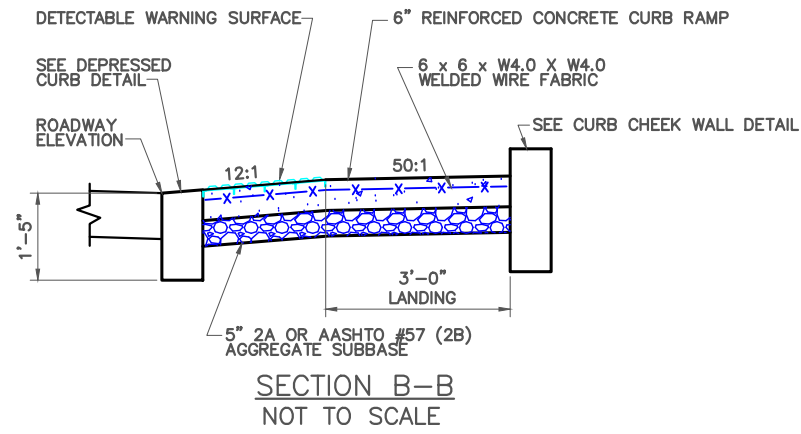
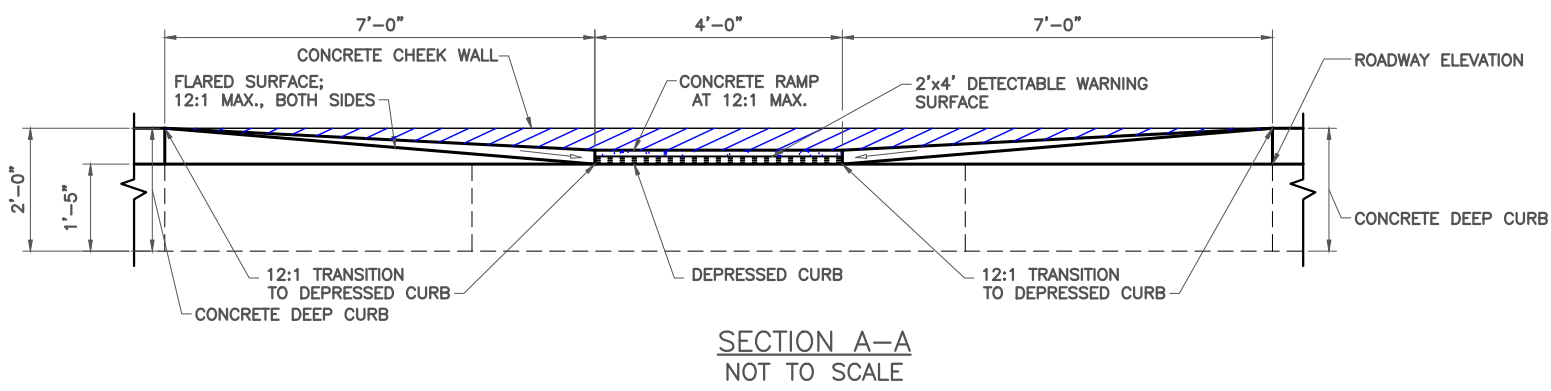


SC-502f

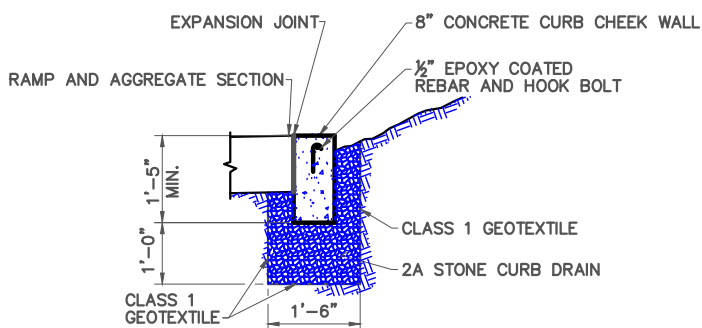
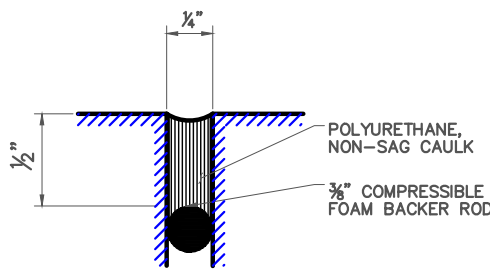
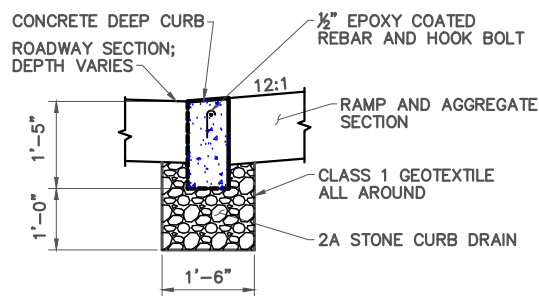
DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION



- NOTES:**
1. CITY MONUMENTS ARE TO BE REPAIRED OR REPLACED BY P.L.S. LICENSED IN COMMONWEALTH OF PENNSYLVANIA IF DAMAGED DURING CONSTRUCTION.
 2. DETECTABLE WARNING SURFACE (DWS) TO BE CAST-IN-PLACE, REPLACEABLE, WET-SET; COLOR: FEDERAL YELLOW (33538) FOR ALL ZONES, PER ADA SOLUTIONS, INC. PART NO. 2436IDPAV2 OR EQUAL.
 3. USE ONLY A CONCRETE COATING AND SEALER THAT IS CLEAR WHEN CURED.
 4. CONCRETE TO BE PENNDOT CLASS "AAA" AT BOTH CURB RAMP AND DWS PAD.
 5. INSTALL CURBS SEPARATELY FROM HANDICAP CURB RAMPS. MONOLITHIC POURS WILL NOT BE ACCEPTED.
 6. SLOPES GIVEN ARE THE MAXIMUM. RAMPS WILL NOT BE ACCEPTED IF THE MAXIMUM SLOPES ARE EXCEEDED.
 7. CLEAR ZONE MUST BE ENTIRELY WITHIN CROSSWALK LINES AND OUT OF TRAVEL LANES FOR RAMP TO BE COMPLIANT.
 8. THIS HANDICAP RAMP DETAIL IS A STANDARD FOR IDEAL SITE CONDITIONS. IF EXISTING SITE CONDITIONS DO NOT OTHERWISE ALLOW THE RAMP TO BE CONSTRUCTED AS DEPICTED IN THIS DRAWING, AN ALTERED VERSION CAN BE CONSTRUCTED, CONTINGENT UPON REVIEW AND APPROVAL OF TECHNICAL INFEASIBILITY FORM.



TYPE 4 CURB RAMP
SCALE: 1" = 5' U.O.N.



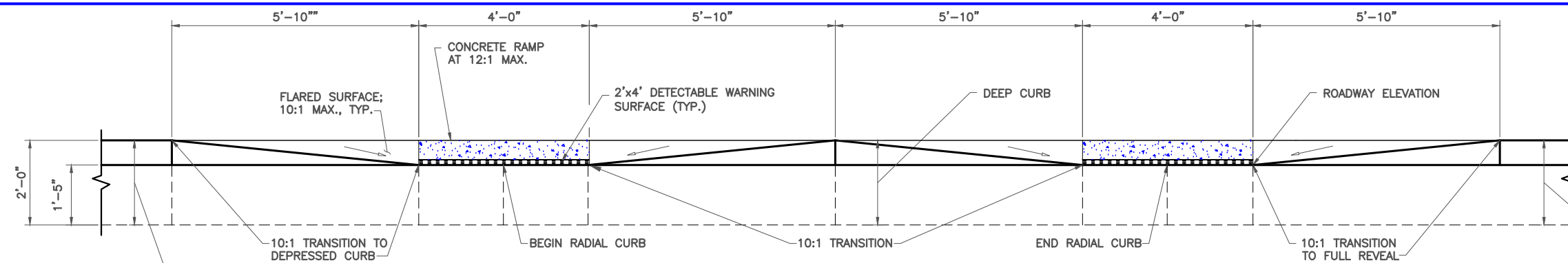
CITY OF PITTSBURGH
STANDARDS OF CONSTRUCTION

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ASSISTANT DIRECTOR OF DPW	DATE
DIRECTOR OF DPW	DATE

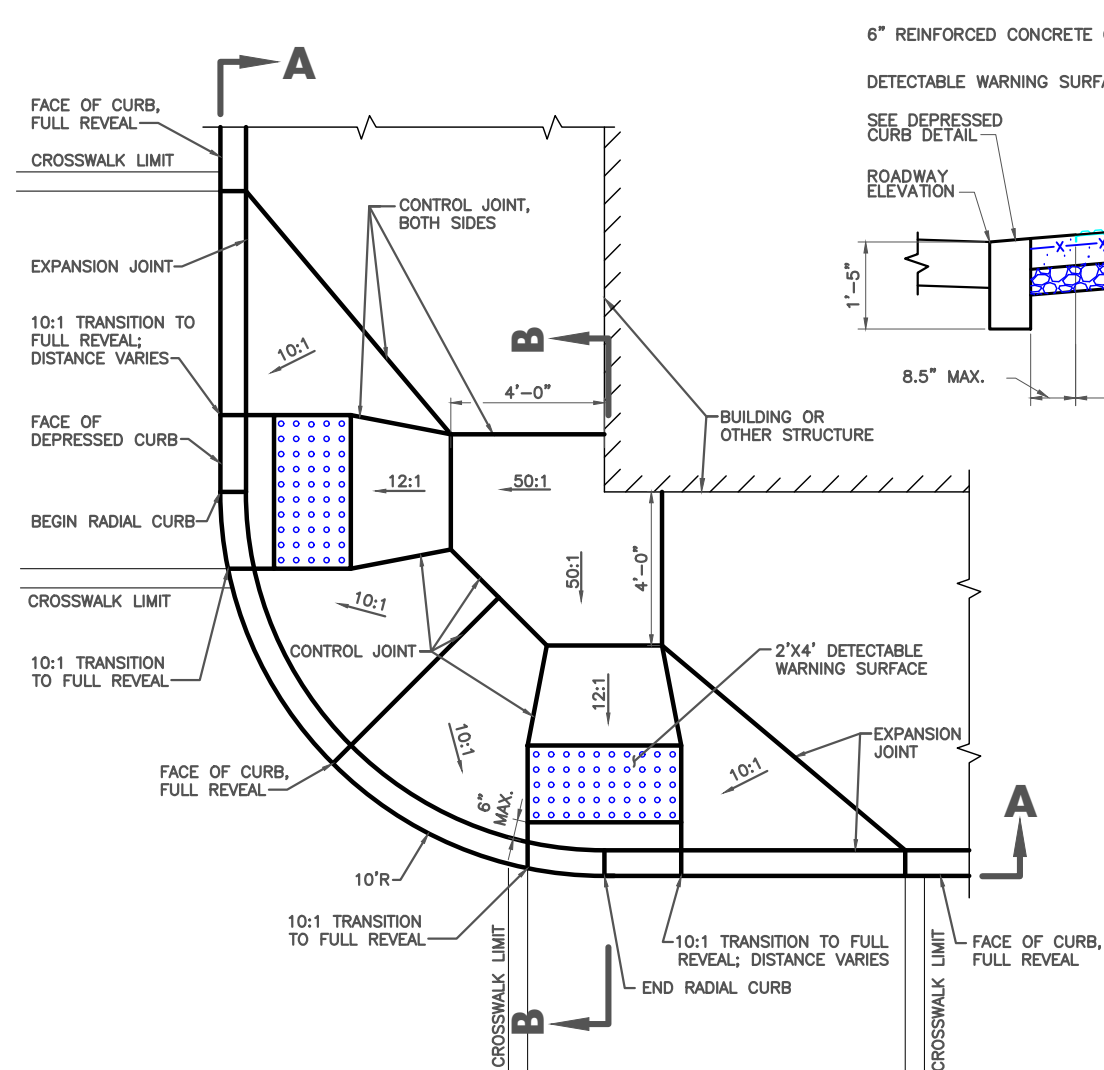


SC-502g

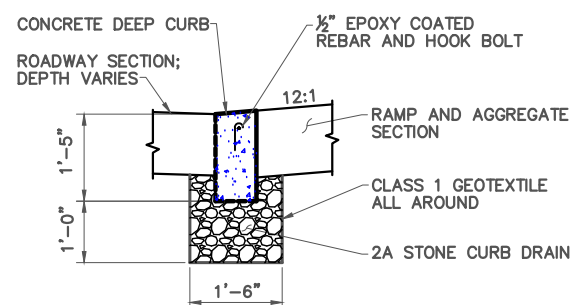
DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION



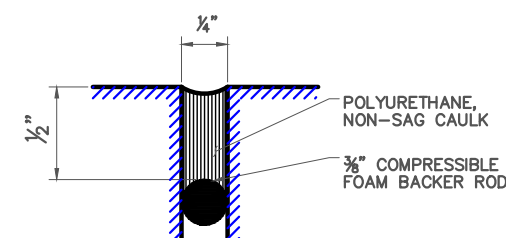
SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



DEPRESSED CURB
NOT TO SCALE



INSTALL EXPANSION JOINT ALL AROUND
WHERE INDICATED ON PLAN.

EXPANSION JOINT
NOT TO SCALE

CITY OF PITTSBURGH
STANDARDS OF CONSTRUCTION

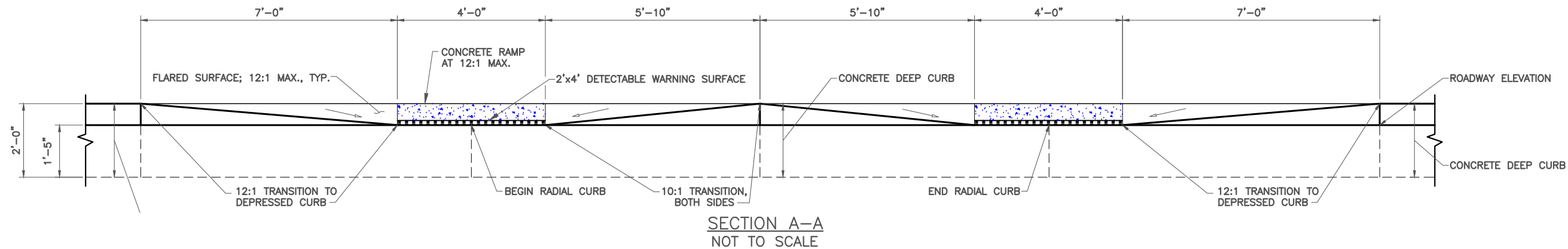
STREETS DIVISION, MANAGER	DATE
TRAFFIC DIVISION, MANAGER	DATE
ASSISTANT DIRECTOR OF DPW	DATE
DIRECTOR OF DPW	DATE



DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION

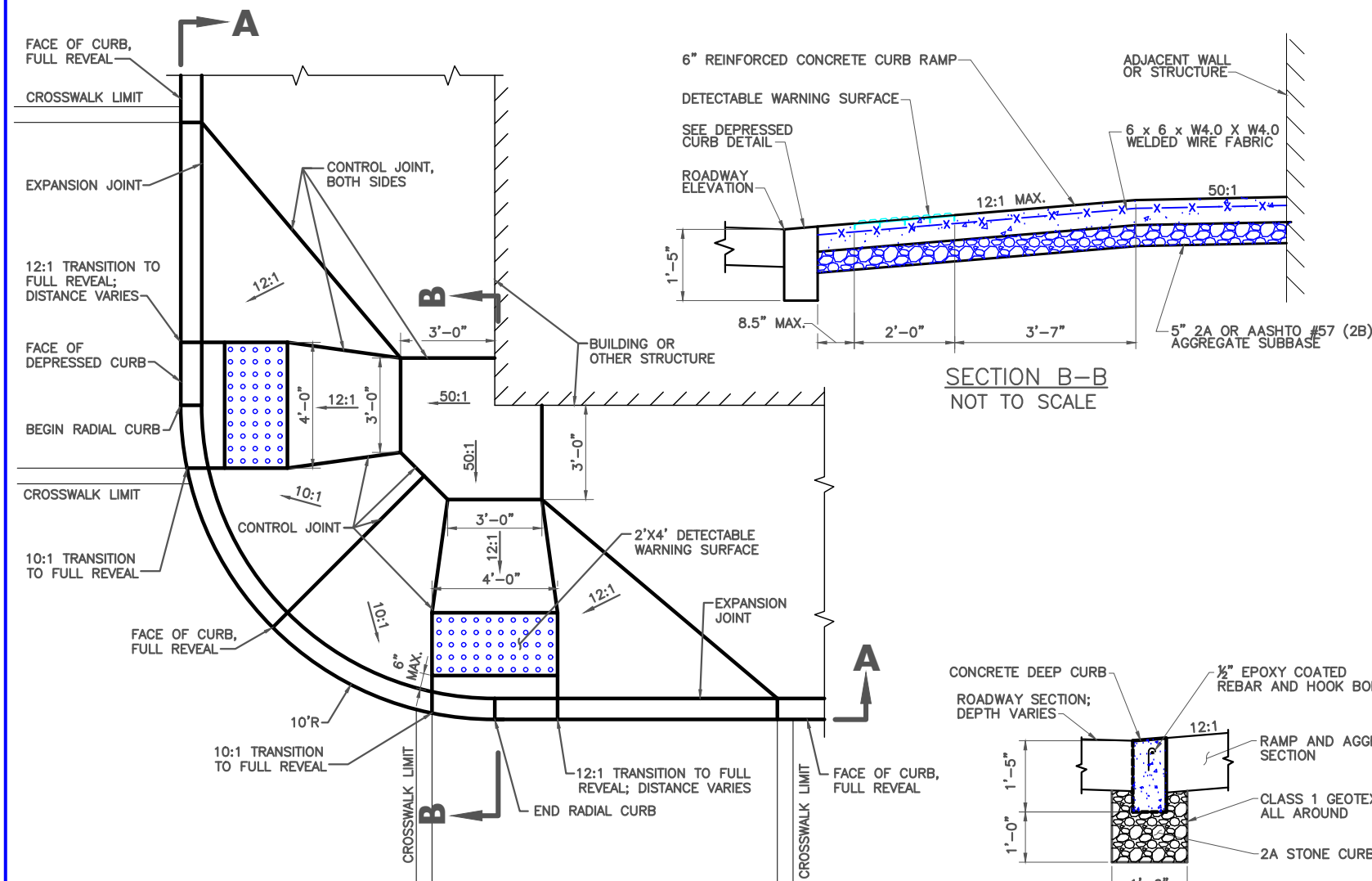
TYPE 100 CURB RAMP, 4' LANDING

SCALE: 1" = 5' U.O.N.

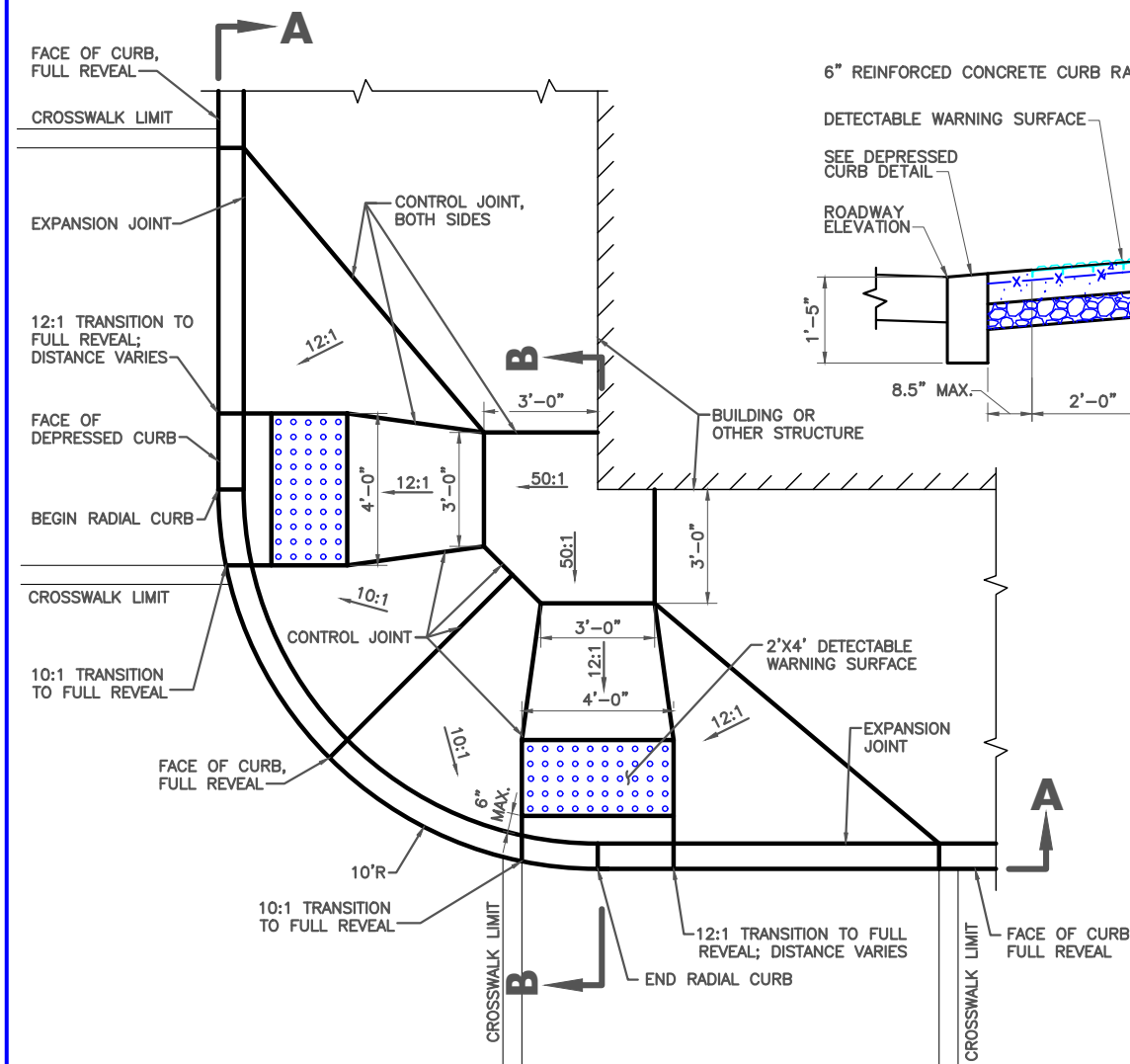


NOTES:

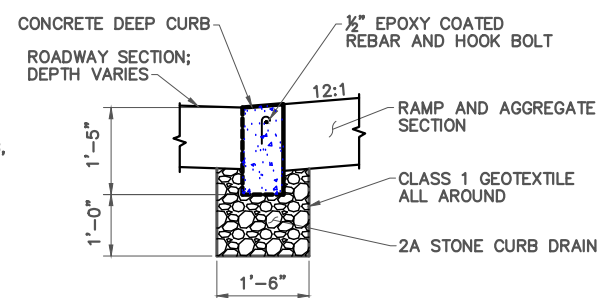
1. CITY MONUMENTS ARE TO BE REPAIRED OR REPLACED BY P.L.S. LICENSED IN COMMONWEALTH OF PENNSYLVANIA IF DAMAGED DURING CONSTRUCTION.
2. DETECTABLE WARNING SURFACE (DWS) TO BE CAST-IN-PLACE, REPLACEABLE, WET-SET; COLOR: FEDERAL YELLOW (33538) FOR ALL ZONES, PER ADA SOLUTIONS, INC. PART NO. 2436IDPAV2 OR EQUAL.
3. USE ONLY A CONCRETE COATING AND SEALER THAT IS CLEAR WHEN CURED.
4. CONCRETE TO BE PENNDOT CLASS "AAA" AT BOTH CURB RAMP AND DWS PAD.
5. INSTALL CURBS SEPARATELY FROM HANDICAP CURB RAMPS. MONOLITHIC POURS WILL NOT BE ACCEPTED.
6. SLOPES GIVEN ARE THE MAXIMUM. RAMPS WILL NOT BE ACCEPTED IF THE MAXIMUM SLOPES ARE EXCEEDED.
7. CLEAR ZONE MUST BE ENTIRELY WITHIN CROSSWALK LINES AND OUT OF TRAVEL LANES FOR RAMP TO BE COMPLIANT.
8. WHEN 4' LANDING CANNOT BE INSTALLED, SIDE TRANSITIONS MUST NOT EXCEED A 12:1 SLOPE.
9. THIS HANDICAP RAMP DETAIL IS A STANDARD FOR IDEAL SITE CONDITIONS. IF EXISTING SITE CONDITIONS DO NOT OTHERWISE ALLOW THE RAMP TO BE CONSTRUCTED AS DEPICTED IN THIS DRAWING, AN ALTERED VERSION CAN BE CONSTRUCTED, CONTINGENT UPON REVIEW AND APPROVAL OF TECHNICAL INFEASIBILITY FORM.



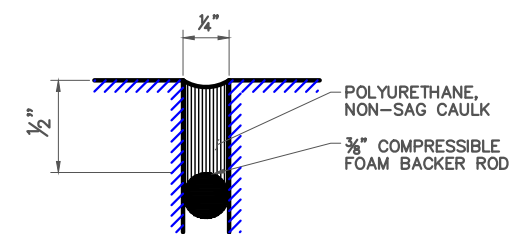
SECTION B-B
NOT TO SCALE



PLAN



DEPRESSED CURB
NOT TO SCALE



INSTALL EXPANSION JOINT ALL AROUND
WHERE INDICATED ON PLAN.

EXPANSION JOINT
NOT TO SCALE

CITY OF PITTSBURGH STANDARDS OF CONSTRUCTION

STREETS DIVISION, MANAGER	DATE
TRAFFIC DIVISION, MANAGER	DATE
ASSISTANT DIRECTOR OF DPW	DATE
DIRECTOR OF DPW	DATE

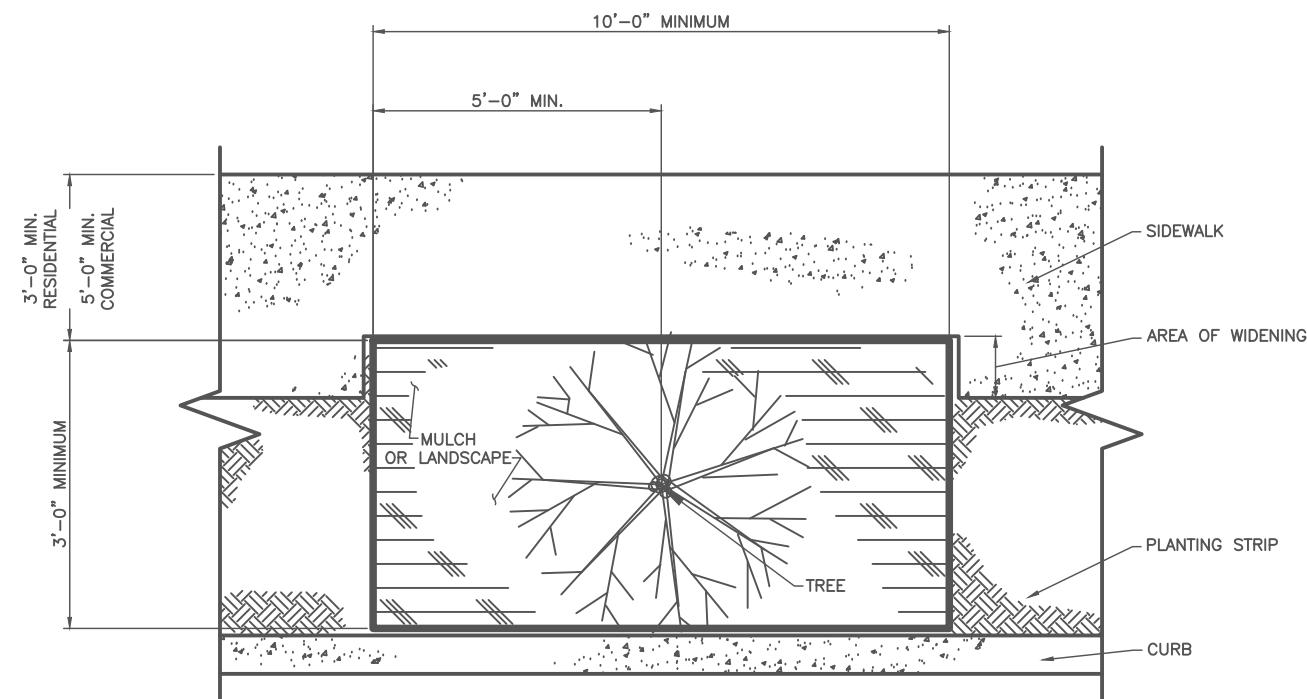


SC-502i

TYPE 100 CURB RAMP, 3' LANDING

SCALE: 1" = 5' U.O.N.

DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION



NOTES:

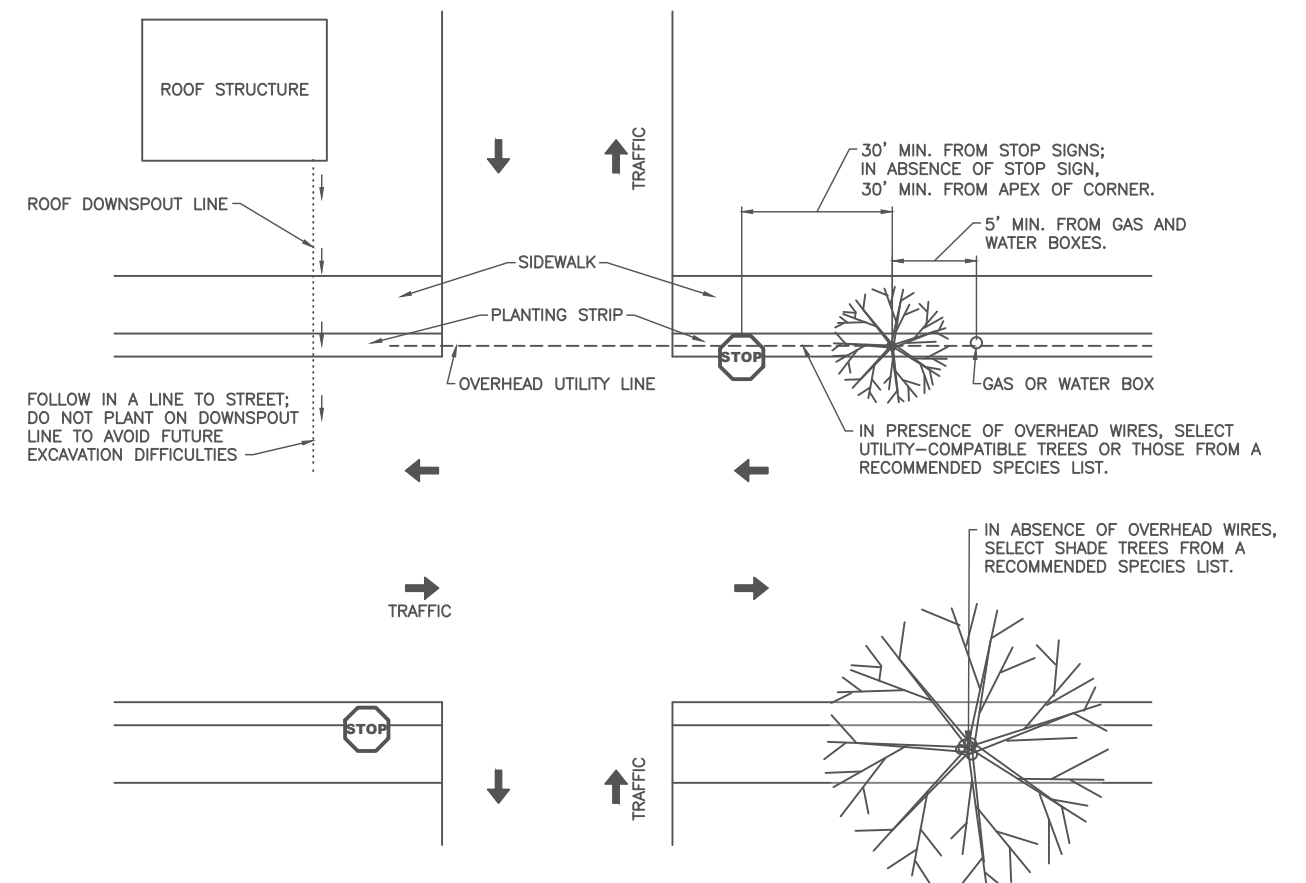
1. PLANTING AREA IS MINIMUM 30 SF.
2. SPACING OF LARGE SHADE TREES: 30' O/C
SPACING OF UTILITY COMPATIBLE TREES: 25' O/C
3. PLANTING STRIP MAY BE WIDENED AND SIDEWALK CUT OUT TO ACCOMMODATE THE MINIMUM REQUIRED AREA FOR PLANTING SPACE.
4. ADJACENT PROPERTY OWNER MAY ELECT TO PLANT A SINGLE, LOW-GROWING SHRUB ON BOTH SIDES OF THE TREE, OR NON-INVASIVE GROUNDCOVER TO HELP AVOID COMPACTION OF ROOT ZONE FROM PEDESTRIAN TRAFFIC.
5. MAINTAIN A 3'-0" MINIMUM CLEARANCE FOR PEDESTRIAN MOVEMENTS BETWEEN THE PLANTING AREA AND FAR EDGE OF SIDEWALK. ADA ACCESS IS NOT BE OBSTRUCTED.
6. PERFORM A PENNSYLVANIA ONE CALL PRIOR TO PLANTING OPERATIONS.

TREE PLANTING AREA

SCALE: 1" = 40'

STREET TREE ROOT ZONE REQUIREMENTS

SCALE: AS NOTED



**PLANTING CONSIDERATIONS FOR TREES
WITHIN RIGHT-OF-WAY**

SCALE: NTS

**CITY OF PITTSBURGH
STANDARDS OF CONSTRUCTION**

STREETS DIVISION, MANAGER	DATE
TRAFFIC DIVISION, MANAGER	DATE
ASSISTANT DIRECTOR OF DPW	DATE
DIRECTOR OF DPW	DATE



PL-200

DATE OF REVISION	MADE BY	CHECKED BY	DESCRIPTION