## APPENDIX A– CITY OF CHICAGO SPECIAL GUIDELINES
### Standard Construction Details

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Section 1

Typical Right Of Way
CITY OF CHICAGO
BASIC DESIGN CRITERIA

City Streets
CROWN: (Pavement Cross Slope)
0.014 ft/ft minimum (C.L. to edge of pavement) - 1.4%;
0.036 ft/ft maximum (C.L. to edge of pavement) - 3.6%;
CURB FACE: (Exposure)
3" Minimum at Summit (4" Desirable)
9" Maximum at drainage structures (7" Desirable)
GUTTER SLOPE: (Longitudinal Gradient)
0.4% minimum for straight concrete gutter section
0.65% minimum for curved concrete gutter section

Sidewalk
CROSS SLOPE:
3/16 in/ft Maximum - 1:64; (ADA)
Flat allowable at a single location when absolutely necessary.

Alleys (8" PCC Uncrowned Pavement and Low Center Line with Trough)
LONGITUDINAL GRADIENT:
0.5% minimum (summit to low point) - 0.005 ft/ft - 6" per 100';
CROSS SLOPE:
3/8" per ft. or 0.03125 ft/ft minimum (Edge of pavement to Center Line with Trough). Steeper cross slope is allowed for high and low property line type alleys. Trough line and C.B. can be offsetted 4' from low property line.

Alley Return and Driveways-Excluding Sidewalk Crossing
LONGITUDINAL GRADIENT:
See latest construction standards at:
www.cityofchicago.org/departments/transportation/constructonstandards

Ramp Sidewalks
See latest construction standards at:
www.cityofchicago.org/departments/transportation/constructonstandards

When determining the first floor elevations of a building, the architects MUST take into account the City’s Ordinance grades and basic design criteria for work in the public way.

PERMITS FOR WORK IN THE PUBLIC WAY WILL NOT BE ISSUED UNTIL PLANS FOR THE PROPOSED WORK HAVE BEEN REVIEWED AND APPROVED BY THE DEPARTMENT OF TRANSPORTATION!

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CITY OF CHICAGO
BASIC DESIGN CRITERIA

DATE
01/02/2007

SHEET
A-1-0

DRAWN BY
CDOT
REFERENCE TABLE

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<th>TYPE OF STREETS</th>
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<tr>
<td>COLLECTOR STREETS</td>
<td>RESIDENTIAL</td>
<td>66'</td>
<td>38'</td>
<td>36'</td>
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<td></td>
<td>INDUSTRIAL COMMERCIAL</td>
<td>66'</td>
<td>44'</td>
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<td></td>
<td>INDUSTRIAL COMMERCIAL</td>
<td>66'</td>
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<tr>
<td>PRIMARY ARTERIALS</td>
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<td>100'</td>
<td>2 @ 33'</td>
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   (MINIMUM R.O.W. DESIGN) |          |   (14' MEDIAN) |          |          |
| PRIMARY ARTERIALS       | ALL      | 108'   | 2 @ 36' | 2 @ 34' |
   (PREFERRED DESIGN)     |          |          |          |          |

LEGEND:

A  1 3/4" HOT MIX ASPHALT SURFACE COURSE N90
B  2 1/4" HOT MIX ASPHALT BINDER COURSE N50/N30
C BITUMINOUS MATERIAL (PRIME COAT) & AGGREGATE (PRIME COAT)
D  9" P.C. CONCRETE BASE COURSE + 7" P.C. CONCRETE (RESIDENTIAL STREETS)
E  SUB-BASE GRANULAR MATERIAL, TYPE B
F CURB AND GUTTER
G TIE-BAR
H 5" P.C.C. SIDEWALK
I 4" SAND CUSHION
NOTES:

TYPICAL CROSSWALK CONSISTS OF TWO 6-INCH LINES, ONE OF THEM A PROJECTION OF THE PROPERTY LINE AND THE OTHER PARALLEL AS DEFINED BY SIDEWALK WIDTH.

WHERE CROSSWALK LOCATIONS ARE DEFINED BY SPECIFIC CURB RAMP SITUATIONS, THE ABOVE TYPICAL LAYOUT MAY NOT APPLY.

SEE CURB RAMP LAYOUTS FOR ADDITIONAL CROSSWALK DETAILS.

FOR CROSSWALKS AT INTERSECTIONS WHERE PROPERTY LINES ARE NOT AT 90 DEGREES, ALIGN THE PROPERTY LINES (SEE DASHED LINE BELOW) TO LOCATE INNER CROSSWALK LINE.
Section 2

PAVEMENT DETAILS
Provided hereinafter are the Asphalt Restoration Requirements which must be followed for asphalt surface restorations for all cuts within the Public Way. Because of continued research and experience with street pavement restoration by the Chicago Department of Transportation, the proposed Asphalt Restoration Requirements may be revised in order to optimize the life of the asphalt surface restorations. Please log into: www.cityofchicago.org/departments/transportation

PAVEMENT RESTORATION REQUIREMENTS

After trenches are backfilled and base concrete is placed to existing street grade, complete restoration (prime coats, surface and binder courses and thermoplastic markings) must be completed within fourteen (14) days unless specifically exempted by CDOT/DOIM.

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STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS
(2 OR MORE OPENINGS, WITHIN 6 MONTHS & 150 FT.)

LEGEND

☐ UTILITY/STREET CUT

☐ CITY STANDARD FOR ASPHALT RESTORATION

* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B
PERIMETER PAVING REQUIREMENT IN A TYPICAL DEVELOPMENT PROJECT

LEGEND

- CITY STANDARD FOR ASPHALT RESTORATION
- Utility/Street Cut
- For ADA requirements for sidewalks and sidewalk ramps, see Appendix B

Collateral damages to the roadways adjacent to the new development due to foundation excavation, utility cuts, heavy equipment and material deliveries factor into the final pavement restoration or perimeter paving requirement. The decision will be part of the punch-list inspection to be conducted by infrastructure division personnel.
STREET PAVEMENT RESTORATION DETAIL WITH TRENCH BACKFILL

LEGEND:

A. HOT MIX ASPHALT SURFACE COURSE
B. HOT MIX ASPHALT BINDER COURSE ***
C. BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)
D. P.C. CONCRETE BASE COURSE

* PAVEMENT SHALL BE REMOVED TO NEAREST CONSTRUCTION JOINT IF TRENCH EDGE IS 2' OR LESS FROM JOINT. (OR AS REQUIRED BY THE COMMISSIONER)

** W = 9" + O.D. +9", WHEN TRENCH DEPTH ≤ 5 FT.
W = 18" + O.D. + 18", WHEN TRENCH DEPTH > 5 FT.

*** FOR PATCHES LESS THAN 6 FT. WIDE OR AREA LESS THAN 200 SQ. FT., HOT MIX ASPHALT BINDER COURSE MAY BE ELIMINATED PROVIDED THE P.C.C. BASE COURSE THICKNESS IS INCREASED PROPORTIONALLY.

NOTE:
ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).

NOTES:

1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 9" OR MORE INCHES. FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN SSRCBC.

2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON EITHER SIDE OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.

3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF #5 TIE BARS, 18 INCHES LONG DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.

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CITY OF CHICAGO

STREET PAVEMENT RESTORATION DETAIL WITH TRENCH BACKFILL

DATE REVISION

12/12/06 SHEET A-2-2A DRAWN BY CDOT
STREET PAVEMENT RESTORATION
DETAIL WITH FLOWABLE BACKFILL

SAW CUTTING-BASE

PAVEMENT REMOVAL AND REPLACEMENT
AND RESURFACING AS PER ROADWAY PLAN

SURFACE

A
B
C

FLOWABLE BACKFILL

BEDDING MATERIAL
OR FLOWABLE BACKFILL

D

UNDISTURBED
AREA

MAX. WIDTH
W **

UNDISTURBED
AREA

EXISTING
BASE

30" MIN.

12" MIN *

12" MIN *

6"

LEGEND:

A HOT MIX ASPHALT SURFACE COURSE
B HOT MIX ASPHALT BINDER COURSE ***
C BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)
D P.C. CONCRETE BASE COURSE

* PAVEMENT SHALL BE REMOVED TO NEAREST CONSTRUCTION JOINT IF TRENCH EDGE IS 2' OR LESS FROM JOINT. (OR AS REQUIRED BY THE COMMISSIONER)

** W = 9" + O.D. +9", WHEN TRENCH DEPTH ≤ 5 FT.
W = 18" + O.D. + 18", WHEN TRENCH DEPTH > 5 FT.

*** FOR PATCHES LESS THAN 6 FT. WIDE OR AREA LESS THAN 200 SQ. FT., HOT MIX ASPHALT BINDER COURSE MAY BE ELIMINATED PROVIDED THE P.C.C. BASE COURSE THICKNESS IS INCREASED PROPORTIONALLY.

NOTES:

1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 9" OR MORE INCHES. FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN SSRBC.

2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON EITHER SIDE OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
DETAIL

PAVEMENT REMOVAL AND PORTLAND CEMENT CONCRETE REPLACEMENT

*** FOR PATCHES LESS THAN 6 FT. WIDE OR AREA LESS THAN 200 SQ. FT.
HOT MIX BINDER COURSE MAY BE ELIMINATED PROVIDED P.C.C. BASE
COURSE THICKNESS IS INCREASED PROPORTIONALLY.

#5 DRILLED TIE BARS, 18" LONG @ 2.5' C.C.
DRILLED INTO EXISTING BASE

EXIST. BASE

PROPOSED CONCRETE BASE COURSE
UNSUITABLE SUB-BASE MATERIAL TO BE REPLACED
WITH SUB-BASE GRANULAR MATERIAL, TYPE B
(AS DIRECTED BY THE COMMISSIONER)

EXIST. BIT. CON. SURFACE

PROPOSED HOT MIX ASPHALT LEVELING BINDER

PROPOSED HOT MIX ASPHALT SURFACE COURSE

HOT MIX ASPHALT BINDER COURSE

12" (TYP.)

VARIES

12" (TYP.)

*** BIT. SURFACE COURSE TO BE REMOVED

SAW SUTING - BASE SAWING ASPHALT

SAW SUTING BASE
P.C.C. PAVEMENT JOINT DETAILS

TYPE A
EXPANSION JOINT
(MAY BE CONSTRUCTION JOINT)

TYPE B
CONSTRUCT JOINT
(LONGITUDINAL OR TRANSVERSE)

TYPE C
SAWED LONGITUDINAL JOINT

TYPE D
SAWED CONTRACTION JOINT
LONGITUDINAL OR TRANSVERSE

TYPE E
TRANSVERSE CONSTRUCTION JOINT

NOTES:
1. DEFORMED TIE BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53 WITH AND ELONGATION NOT LESS THAN 20%.
2. HOT Poured JOINT MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO SPECIFICATION M-173-50 FOR CONCRETE JOINT SEALER.
3. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED.
4. SPLIT BOARD HEADERS WILL NOT BE ALLOWED.
PAVEMENT RESTORATION
ADJACENT TO NEW CONSTRUCTION
NOT TO SCALE

LEGEND:

A  1-3/4" HOT MIX ASPHALT COURSE, N90 INDUSTRIAL STREETS
B  2-1/4" HOT MIX ASPHALT BINDER COURSE, N50/N30
C  BITUMINOUS MATERIAL (PRIME COAT) & AGGREGATE (PRIME COAT)
D  P.C. CONCRETE BASE COURSE 7" RESIDENTIAL STREET; 9" INDUSTRIAL STREET
E  SUB – BASE GRANULAR MATERIAL, TYPE B, 6"
F  TYPE 3 CURB AND GUTTER / TYPE 4 CURB
G  TIE – BAR – SEE CURB & GUTTER STANDARD DETAILS
H  TIE BAR – #5 DOWEL BARS – 18" LONG @ 30° CC; DRILL & GROUT
I  DRILL AND GROUT
J  3/4" PRE FORMED JOINT FILLER
K  EXISTING CONCRETE BASE
L  EXISTING BITUMINOUS SURFACE
P  WALK OR PARKWAY
R  SAW CUT EXISTING BITUMINOUS MATERIAL
S  PROPOSED 5" P.C.C. SIDE WALK
T  4" SAND CUSHION

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STREET WIDENING
FOR DIAGONAL PARKING DETAIL

#5 DOWEL BAR @ CONSTRUCTION JOINT
TYPE B CURB & GUTTER
3/4" PREFORMED JOINT FILLER
EXISTING SIDEWALK

NOTE:
* FOR EXISTING CONCRETE BASE COURSE

1/2" ROUND TIE BARS
30" LONG, 30" C/C

P. G. CONCRETE BASE COURSE
COMPACTED 6" SUB-BASE GRANULAR MATERIAL, TYPE B

SLOPE 3/8"/FT (MINIMUM)

19"
12"
5/8"
1/4"

1/4"
5/8"
1/4"

DEPRESSED CURB & GUTTER AND TIE BAR DETAIL

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

DOWEL BARS @ EXPANSION JOINT,
1" SMOOTH ROUND BARS 18" LONG, EPOXY COATED

3/4" PREFORMED JOINT FILLER

3/4" BITUMINOUS PREFORMED JOINT MATERIAL

PCC APRON

#5 TIE BARS, 18" LONG, EPOXY COATED

MODIFIED CURB & GUTTER

BITUMINOUS CONC. SURFACE COURSE
BITUMINOUS CONC. BINDER COURSE

EXISTING SLOPE

DRILL AND GROUT

#5 TIE BARS, 30" LONG, C-C, STAGGERED.

DOWEL BARS AT EXPANSION JOINTS #8 BARS 18" LONG,
EPOXY COATED.
P.C. CONCRETE CURB & GUTTER

NOTE:  
H = VARIABLE 3" TO 6"  
X = THICKNESS OF PAVEMENT  
Y = ONE HALF THE THICKNESS OF CONCRETE PAVEMENT OR CONCRETE BASE.  
Z = 10" OR THICKNESS OF PAVEMENT – WHICHEVER IS GREATER

TYPE BV, 12 OR  
TYPE 3 CURB & GUTTER

FOR REVERSED GUTTER  
SLOPE OF GUTTER SHALL CONFORM TO CROWN OF PAVEMENT

TYPE B OR TYPE 4 CURB  
BARRIER CURB

ROTATE BAR SO THIS DIMENSION WILL BE BETWEEN 3" AND 4"

JOINTS IN CURB, COMBINED CURB & GUTTER

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

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

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

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For Driveway Construction Detail

See Appendix B, Section 2

ADA Standards
ALLEY PAVEMENT REMOVAL, REPLACEMENT AND RESURFACING AS PER ROADWAY PLAN

1/2" PF JF

EXISTING P.C.C. PAVEMENT

#5 DOWEL BARS; 18" LONG
#30" OC; DRILL AND GROUT (TYP.)

UNDISTURBED AREA

6" SUBBASE GRANULAR MATERIAL, TYPE B
P.C.C. ALLEY PAVEMENT RESTORATION
PIPE OR CONDUIT TRENCH DETAIL

NOTE:
FOR DEWATERING
FOLLOW INSTRUCTIONS
OF THE GEOFTECHNICAL
ENGINEER.

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<td><strong>2</strong></td>
<td><strong>BACKFILL</strong></td>
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<td><strong>3</strong></td>
<td><strong>CLEARANCE</strong></td>
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<td><strong>4</strong></td>
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CITY OF CHICAGO
P.C.C. ALLEY PAVEMENT RESTORATION PIPE OR CONDUIT TRENCH DETAIL, CONCRETE ALLEY

DATE: 12/20/06
SHEET: A-2-9
DRAWN BY: CDOT
# Asphalt Alley Pavement Restoration

**Pipe or Conduit Trench Detail**

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<tr>
<td><strong>1</strong></td>
<td>BEDDING</td>
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<td><strong>2</strong></td>
<td>BACKFILL</td>
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<tr>
<td><strong>3</strong></td>
<td>CLEARANCE</td>
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<tr>
<td><strong>4</strong></td>
<td>TRENCH WIDTH</td>
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<tr>
<td><strong>5</strong></td>
<td>SUB-BASE</td>
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**CITY OF CHICAGO**

**ALLEY PAVEMENT RESTORATION PIPE OR CONDUIT TRENCH DETAIL, ASPHALT ALLEY**

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<td>12/20/06</td>
<td>A-2-10</td>
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### Portland Cement Concrete Alley

**Plan**

1. **Expansion Joint**
   - Not to exceed 100' apart
   - 3/4" dowels

2. **20' Max.**
   - Compacted granular material

3. **Contraction Joint**
   - Or dummy joint not to exceed 25' apart

**Note 1:**
1. 1/2" expansion joint without dowels with bituminous preformed joint filler to be placed three (3") inches from three sides of structures or as directed by the commissioner.

2. **Longitudinal Construction Joint**
   - Required for W 18' or more
   - 1/2" dia. deformed tie bars, 2'-6" long, spaced every 2'-6" maximum

**Notes:**
1. Deformed tie bars shall conform to the requirements of SSRCB.
2. Hot poured joint material shall conform to the requirements of SSRCB.
3. All tie bars and dowel bars are to be epoxy coated.

**Diagram:**
- Dummy Groove Contraction Joint (Transverse Only)
- Premolded Contraction Joint (Transverse Only)
- Traverse Expansion Joint (May be construction joint)

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### City of Chicago

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<td>Portland Cement Concrete Alley</td>
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DETAIL OF STRUCTURE CASTING ISOLATION BOX FOR P.C.C. PAVEMENT AND P.C.C. BASE COURSE

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

DETAIL OF BOX IN PAVEMENT

SPECIAL CONDITIONS:

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

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

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

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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DETAIL OF STRUCTURE CASTING ISOLATION BOX
FOR P.C.C. PAVEMENT AND BASE COURSE

1/8" RADIUS ON JOINT

#5 TIE BARS 30° (TYP)

STRUCTURE COATING UPPER EDGE

PAVEMENT EDGE

FACE OF CURB

DOWEL BARS AT EXPANSION JOINTS 1" SMOOTH ROUND BARS 18" LONG EPOXY COATED

2-#7 DEFORMED BARS, 3' LONG

3/4" PREFORMED EXPANSION JOINT FILLER

12" (TYP)

3'-0"

3'-0"

SIDEWALK

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

3/4" PREFORMED EXP.
JOINT FILLER

7"

1'-4"

HOT MIX ASPHALT SURFACE

SECTION A-A

2-#7 DEFORMED BARS

1'

1'

CONCRETE BASE

#4 DEFORMED BAR

CATCH BASIN

CDOT

CHICAGO DEPARTMENT
OF TRANSPORTATION

CDOT

DETAILED OF STRUCTURE CASTING
ISOLATION BOX FOR P.C.C.
PAVEMENT AND BASE COURSE

DATE
12/22/06

SHEET
A-2-12B

DRAWN BY
CDOT
CHICAGO STANDARD CAST IRON MANHOLE FRAME

(FOR MANHOLES & CATCHBASINS)

PART PLAN

NOTE:
BEARING SURFACE SHALL
BE MACHINE SMOOTH

SECTION

CHICAGO STANDARD CAST IRON LID

PERFORATED LID

SECTION A-A
WEIGHT 120 LBS.

SECTION B-B

CLOSED LID

SECTION C-C
WEIGHT 150 LBS.
DETAIL OF FRAME ADJUSTMENT IN PAVEMENT

NOTE:
IF THE ADJUSTMENT EXCEEDS A 12" HEIGHT, THE CORE MUST BE REMOVED AND THE BARREL SECTION MUST BE ADJUSTED.

PLAN VIEW

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

DATE REVISION CITY OF CHICAGO

FRAME ADJUSTMENT IN PAVEMENT

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Section 3

Sidewalk Details
For ADA Compliant Sidewalk Construction Details

See Appendix B

ADA Standards
ELIMINATION OF VAULTED SIDEWALK ADJACENT TO BUILDING AT PROPERTY LINE

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

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

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

ELIMINATION OF VAULTED SIDEWALK ADJACENT TO BUILDING

DATE | REVISION | CITY OF CHICAGO
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DATE
01/02/07

SHEET
A-3-3

DRAWN BY
CDOT
PROPERTY LINE WALL
PLAIN OR MASS WALLS 3 FT. TO 14 FT. HIGH BUILT OF CLASS 'X' CONCRETE

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

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

NOTES:
THE CONTRACTOR WILL SET IN THE WALL, PRIOR TO CONCRETING, ANY BOX OR TUBE FURNISHED BY A UTILITY COMPANY TO ACCOMMODATE SERVICES TO BE EXTENDED FROM THE STREET THROUGH THE WALL INTO THE ADJOINING PROPERTY. THE COST OF THIS INCIDENTAL WORK TO BE INCLUDED IN UNIT PRICE FOR PLAIN OR MASS WALL. NO DEDUCTION OF CONCRETE TO BE MADE FOR SPACE OCCUPIED BY SUCH BOX OR TUBE.

TABLE FOR P. LINE WALL

<table>
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<tr>
<th>H + 12&quot;</th>
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