

**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/constructionstandards

Ramp Sidewalks

- See latest construction standards at:
www.cityofchicago.org/departments/transportation/constructionstandards

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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|  | DATE | REVISION | CITY OF CHICAGO | | |
| | — | — | BASIC DESIGN CRITERIA | | |
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| | | | 01/02/2007 | A-1-0 | CDOT |



DATE REVISION

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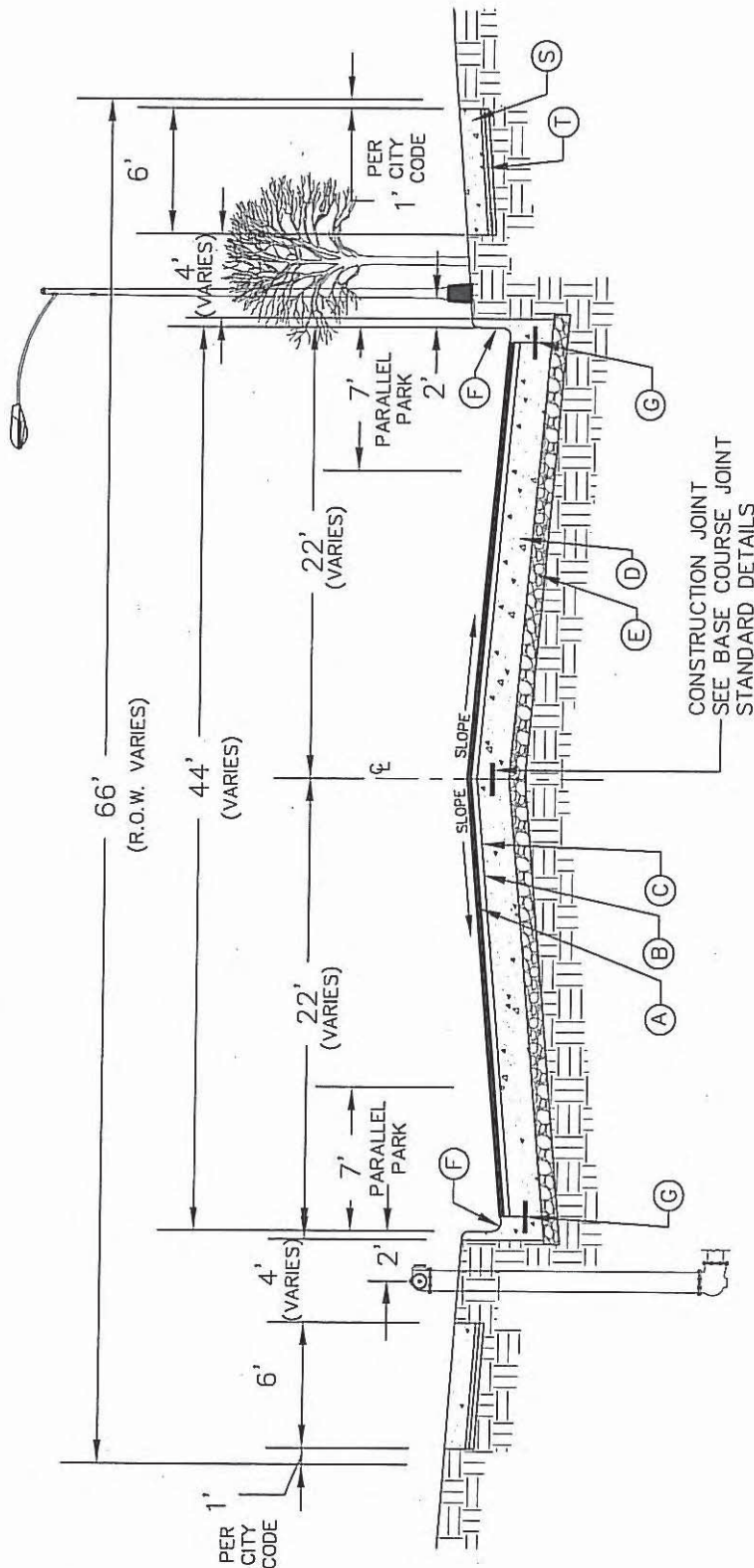
CITY OF CHICAGO

STANDARD STREET SECTION

DATE
12/22/06

SHEET
A-1-1

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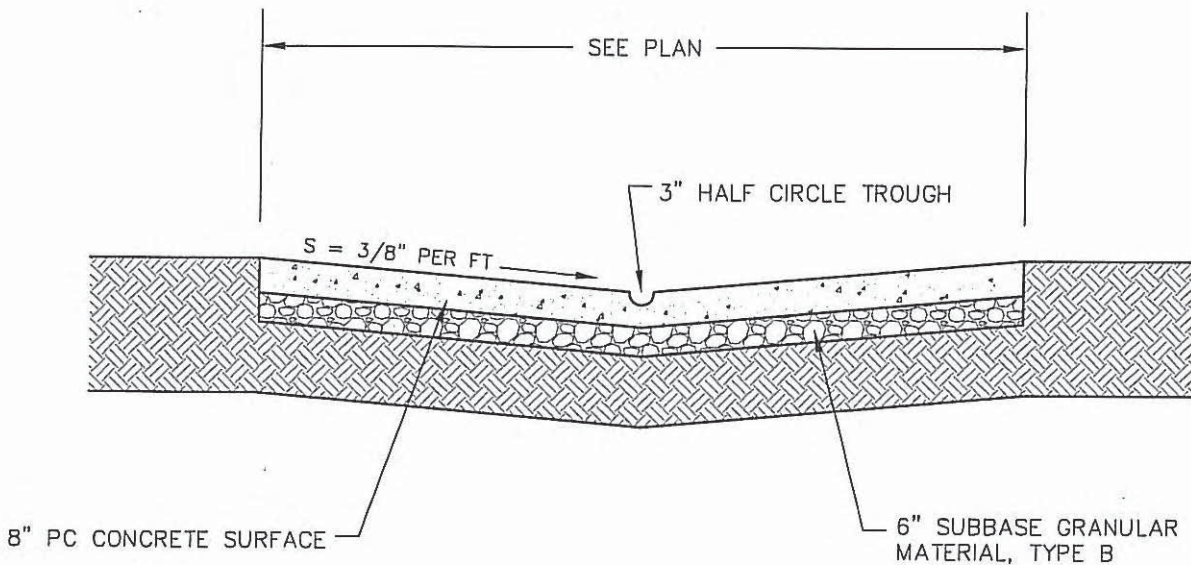
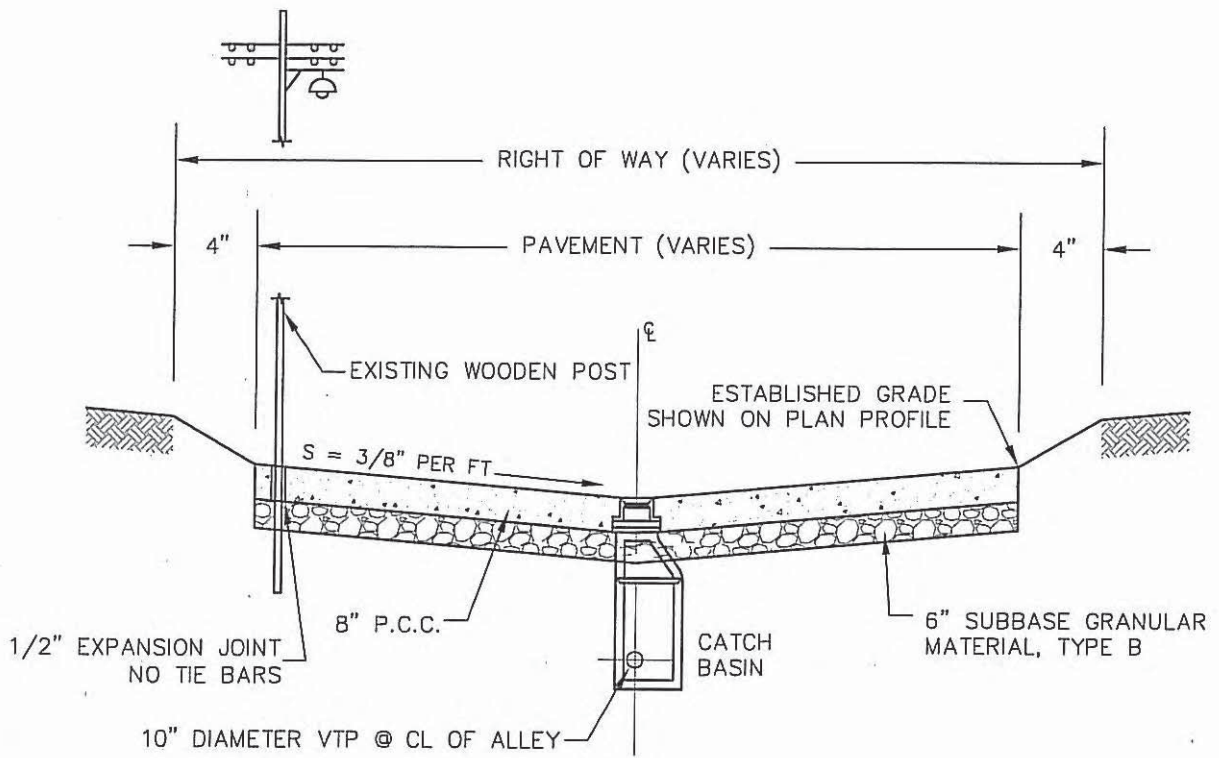


REFERENCE TABLE

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

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 *
- (E) 7" P.C. CONCRETE (RESIDENTIAL STREETS)
- (F) SUB-BASE GRANULAR MATERIAL, TYPE B
- (G) CURB AND GUTTER
- (S) TIE-BAR
- (T) 5" P.C.C. SIDEWALK
- 4" SAND CUSHION



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| DATE | REVISION | CITY OF CHICAGO | | |
| — | — | STANDARD ALLEY SECTION | | |
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| 12/12/06 | A-1-2 | CDOT | | |

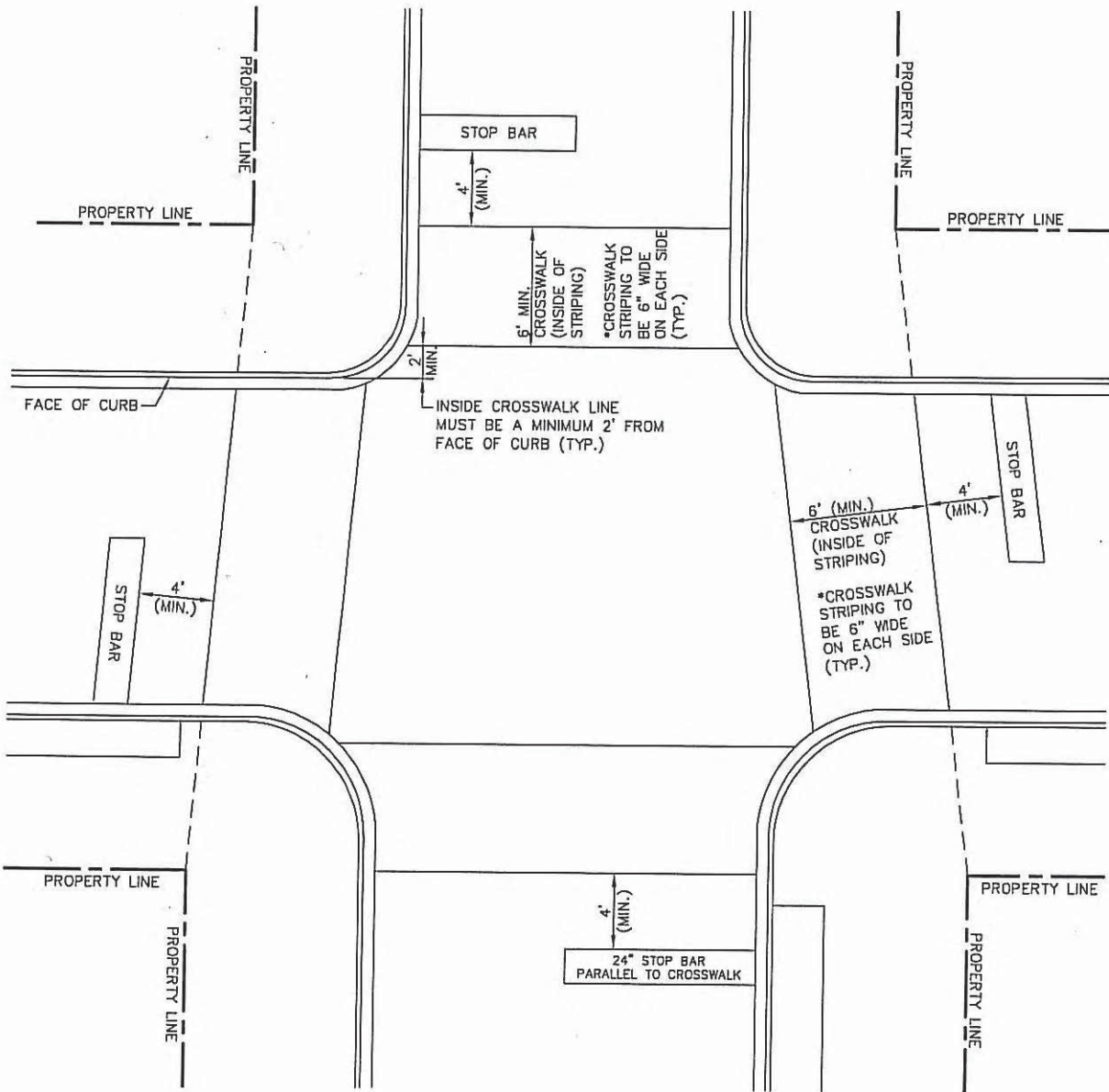
NOTES:

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.



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

Section 2

PAVEMENT DETAILS

APPENDIX A SECTION 2

CITY OF CHICAGO SPECIAL GUIDELINES

DEPARTMENT OF TRANSPORTATION DIVISION OF INFRASTRUCTURE MANAGEMENT

STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS


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

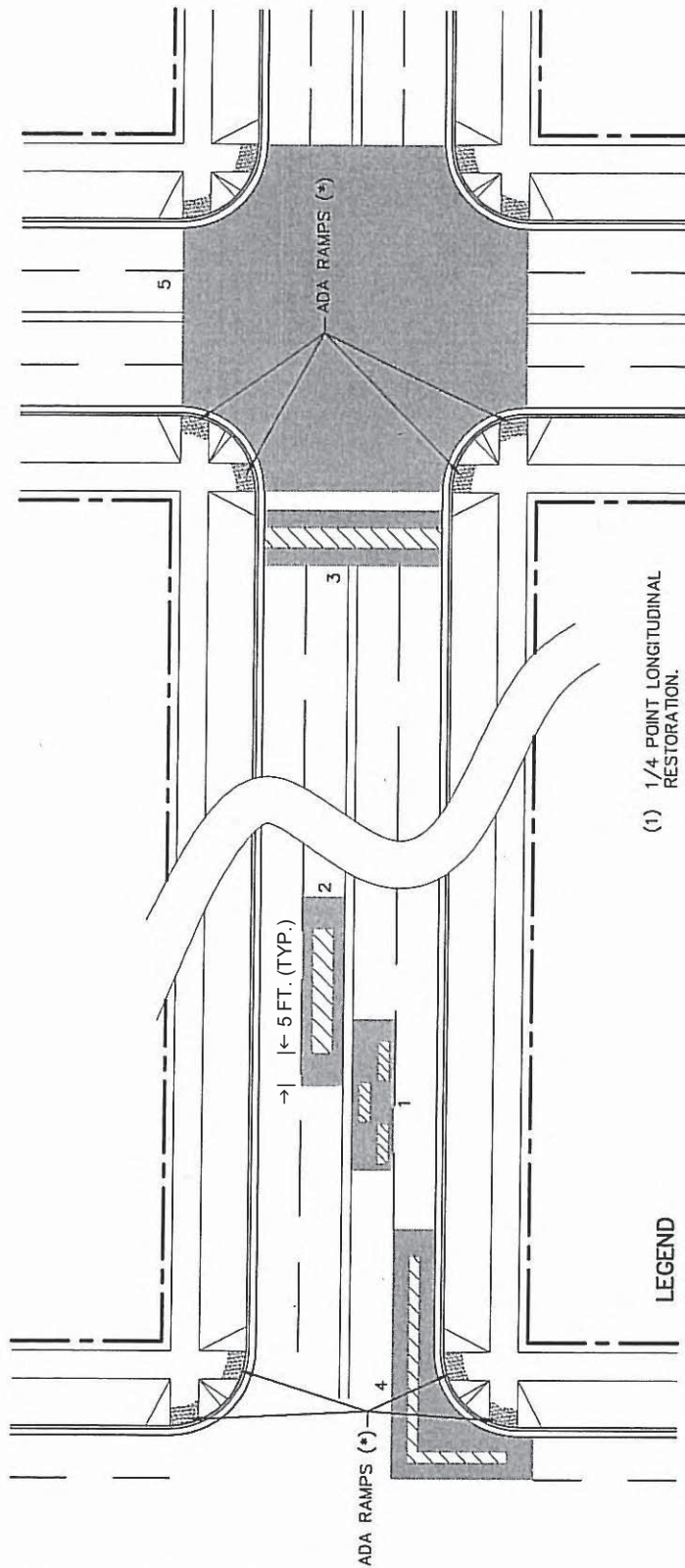
After trenches are backfilled and base concrete is placed to existing street grade, complete restoration (prime coats, surface and binder courses and thermoplastic markings) must be completed within fourteen (14) days unless specifically exempted by CDOT/DOIM.

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| <u>Description</u> | <u>Sheet</u> |
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| Street cuts and asphalt restoration requirements | A-2-1A Thru A-2-1C |
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|  | DATE | REVISION | CITY OF CHICAGO | | |
| | 03/26/2012 | REVISION 1 | | | |
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| | | | DATE | SHEET | DRAWN BY |
| | | 01/02/2007 | A-2-0 | CDOT | |

STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS



- (1) 1/4 POINT LONGITUDINAL RESTORATION.
- (2) 1/4 POINT LONGITUDINAL RESTORATION.
- (3) FULL WIDTH LATERAL RESTORATION.
- (4) 1/4 POINT ANGULAR RESTORATION INCLUDING THE HANDICAP RAMPS.
- (5) ENTIRE INTERSECTION RESTORATION INCLUDING THE HANDICAP RAMPS.

LEGEND

-  UTILITY/STREET CUT
-  CITY STANDARD FOR ASPHALT RESTORATION

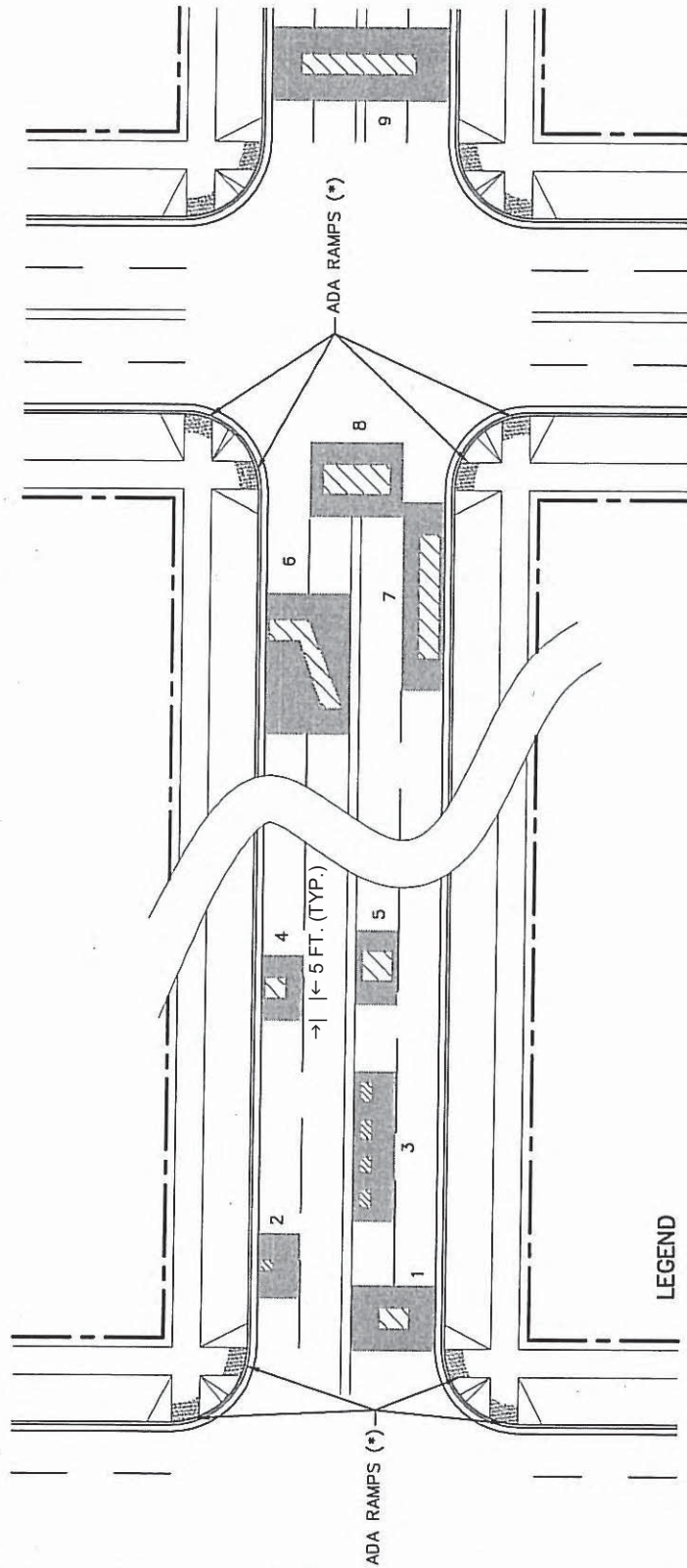
* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B



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| STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS | | |
| DATE | SHEET | DRAWN BY |
| 01/03/07 | A-2-1A | CDOT |

STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS



LEGEND

- UTILITY/STREET CUT
- CITY STANDARD FOR ASPHALT RESTORATION

- (1) 1/2 POINT LATERAL ASPHALT RESTORATION.
- (2) 1/4 POINT LATERAL ASPHALT RESTORATION.
- (3) 1/4 POINT LONGITUDINAL ASPHALT RESTORATION.
- (4) 1/4 POINT LATERAL ASPHALT RESTORATION.
- (5) 1/4 POINT LATERAL ASPHALT RESTORATION.
- (6) 1/2 POINT LONGITUDINAL ASPHALT RESTORATION.
- (7) 1/2 POINT LONGITUDINAL ASPHALT RESTORATION.
- (8) 1/2 POINT LATERAL ASPHALT RESTORATION.
- (9) FULL-WIDTH ASPHALT RESTORATION.

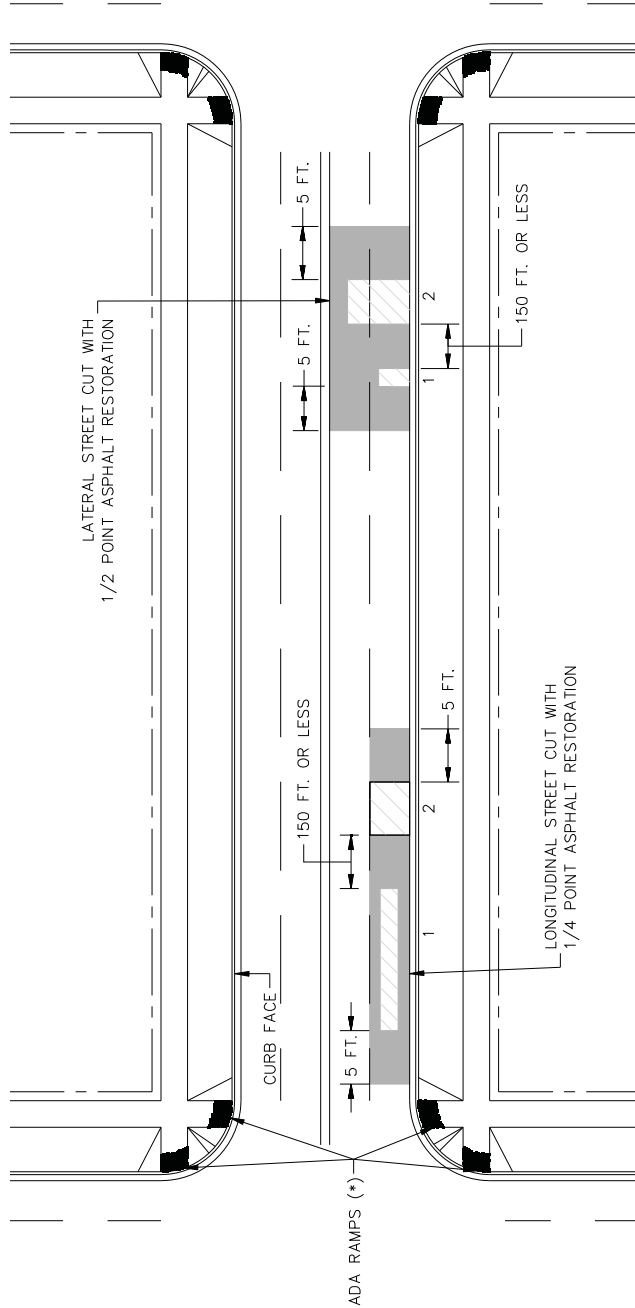
* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B



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



LEGEND

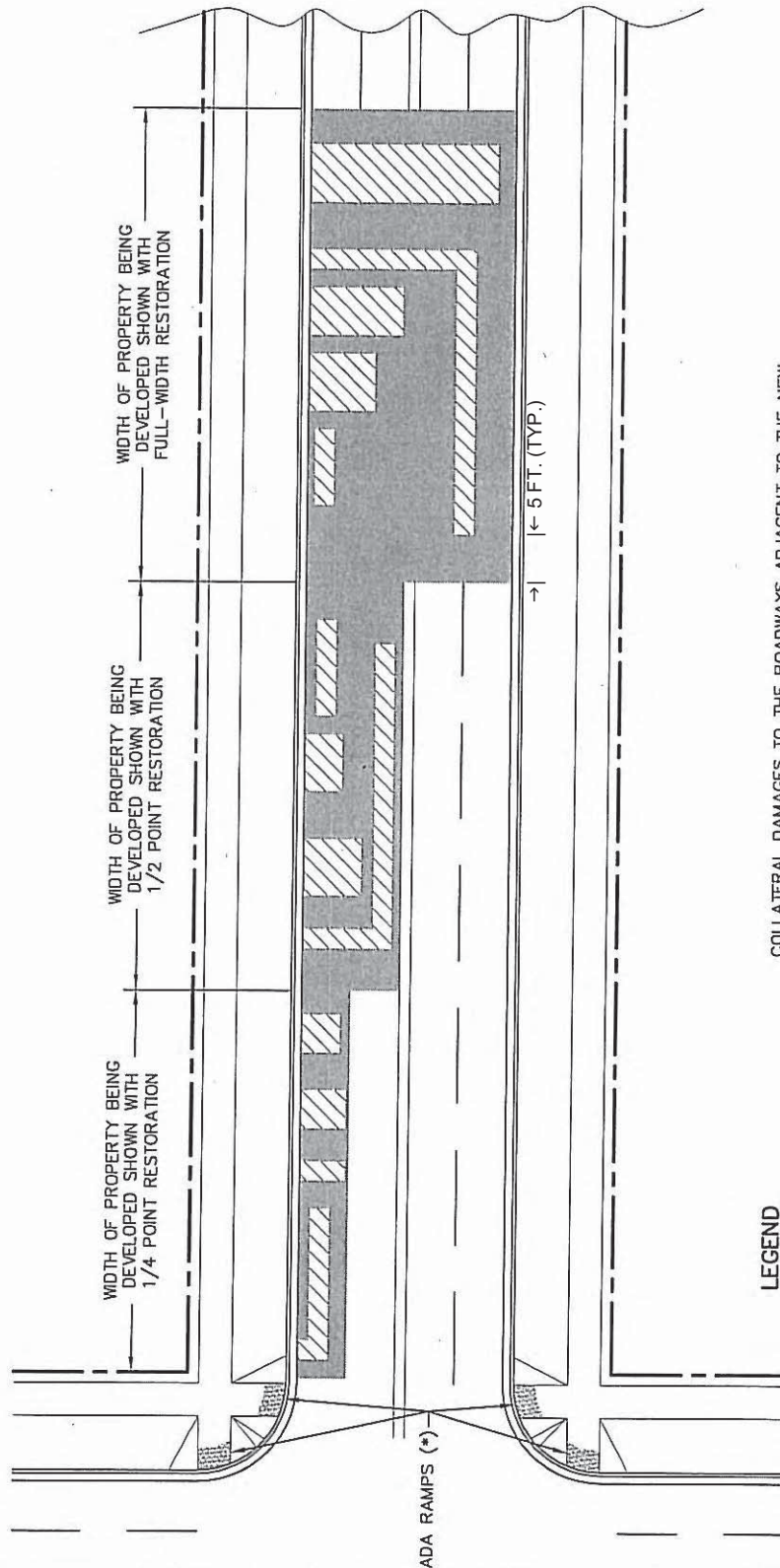
-  UTILITY/STREET CUT
-  CITY STANDARD FOR ASPHALT RESTORATION

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




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

PERIMETER PAVING REQUIREMENT IN A TYPICAL DEVELOPMENT PROJECT



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.

- LEGEND**
-  UTILITY/STREET CUT
 -  CITY STANDARD FOR ASPHALT RESTORATION

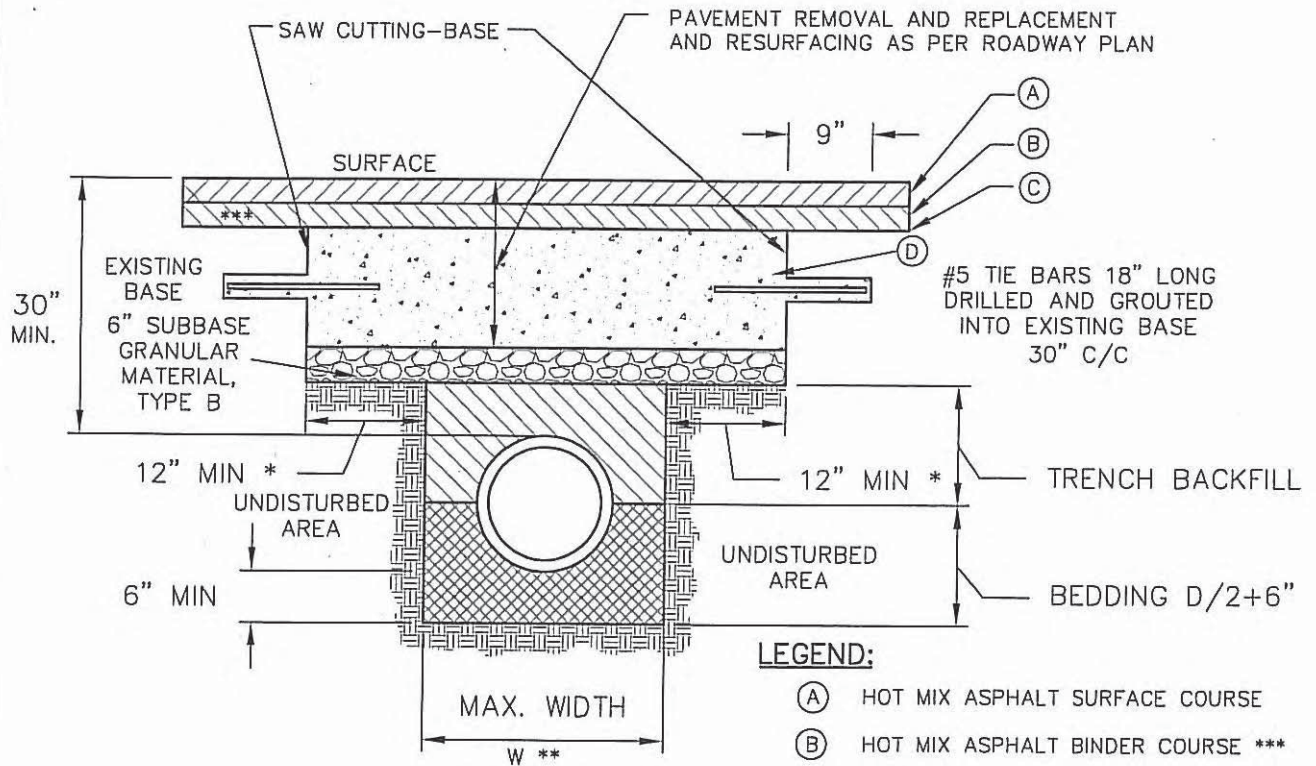
* FOR ADA REQUIREMENTS FOR SIDEWALKS AND SIDEWALK RAMPS, SEE APPENDIX B



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| 03/26/2012 | REVISION 1 |
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| CITY OF CHICAGO | | |
|---|--------|----------|
| PERIMETER PAVING REQUIREMENT IN A TYPICAL DEVELOPMENT PROJECT | | |
| DATE | SHEET | DRAWN BY |
| 01/05/07 | A-2-1D | CDOT |

**STREET PAVEMENT RESTORATION
DETAIL WITH TRENCH BACKFILL**



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

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

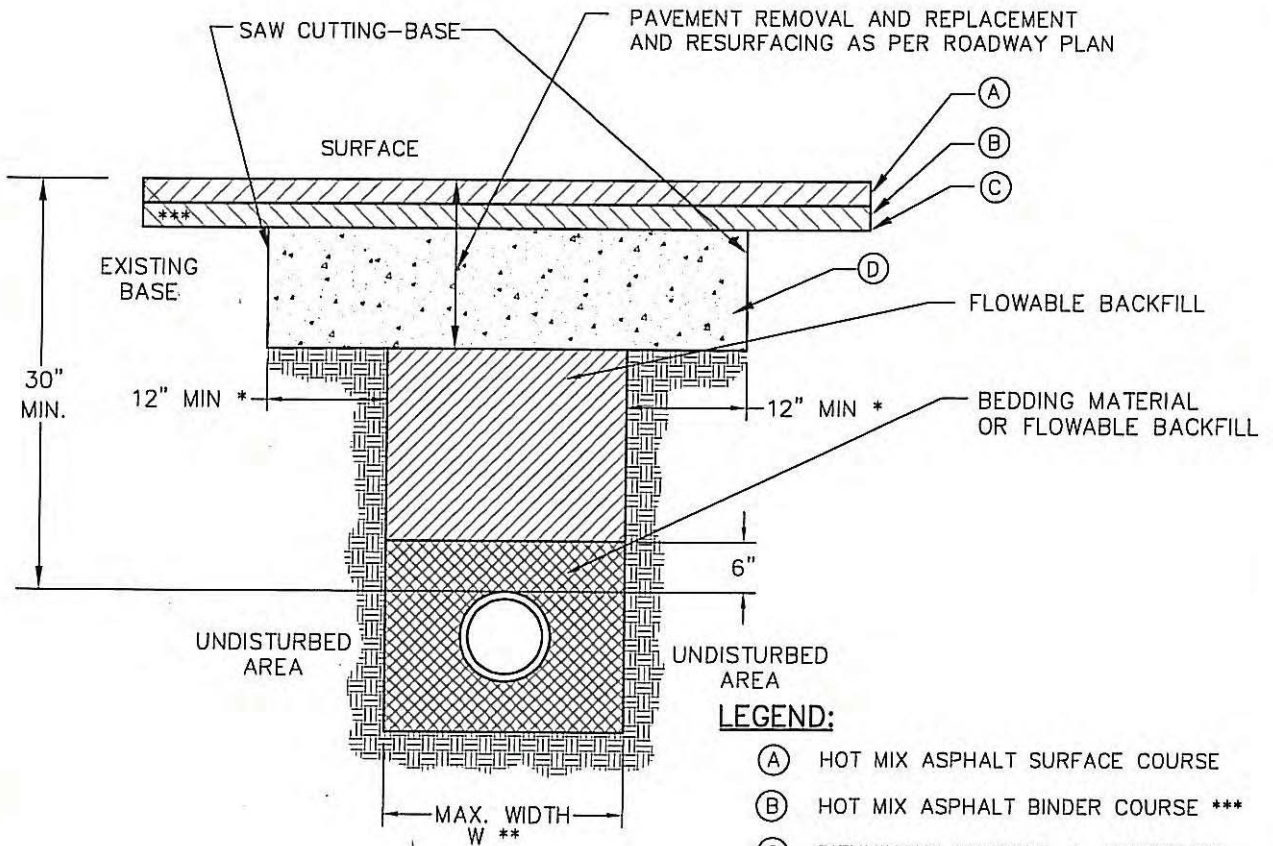
NOTES:

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 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.
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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| DATE | REVISION | CITY OF CHICAGO | | |
| - | - | STREET PAVEMENT RESTORATION DETAIL WITH TRENCH BACKFILL | | |
| | | DATE | SHEET | DRAWN BY |
| | | 12/12/06 | A-2-2A | CDOT |

**STREET PAVEMENT RESTORATION
DETAIL WITH FLOWABLE 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)

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

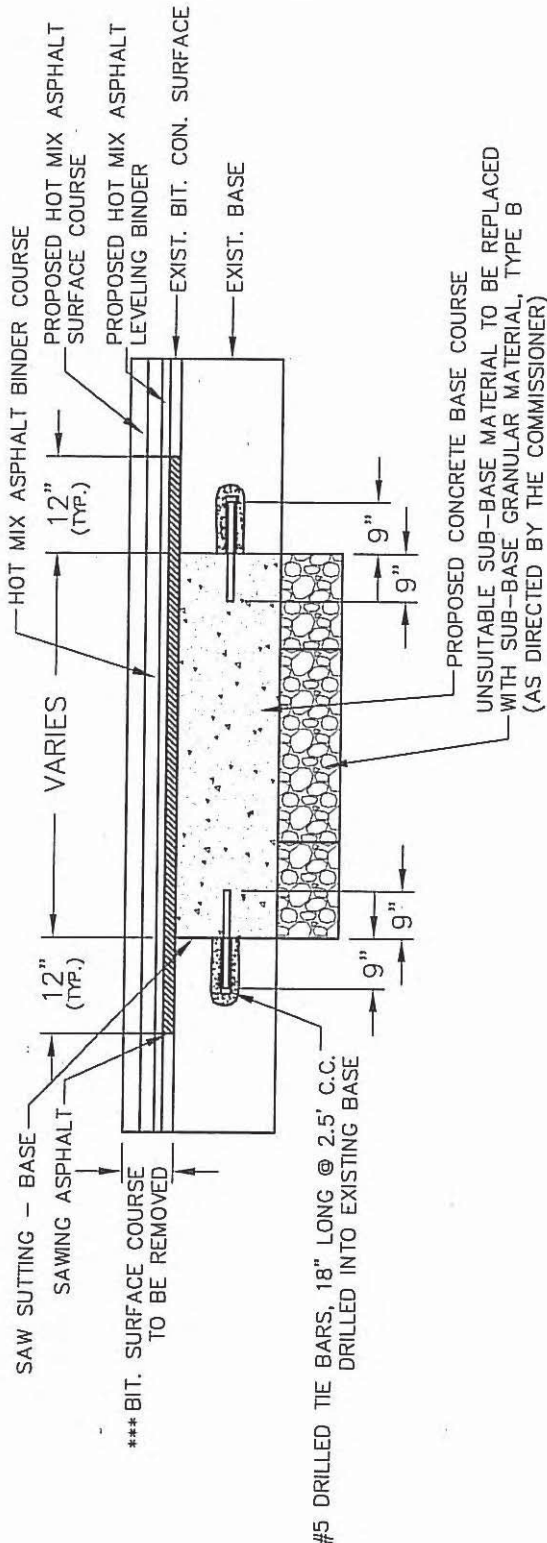
*** FOR PATCHES LESS THAN 6 FT. WIDE OR AREA LESS THAN 200 SQ. FT., HOT MIX ASPHALT BINDER COURSE MAY BE ELIMINATED PROVIDED THE P.C.C. BASE COURSE THICKNESS IS INCREASED PROPORTIONALLY.

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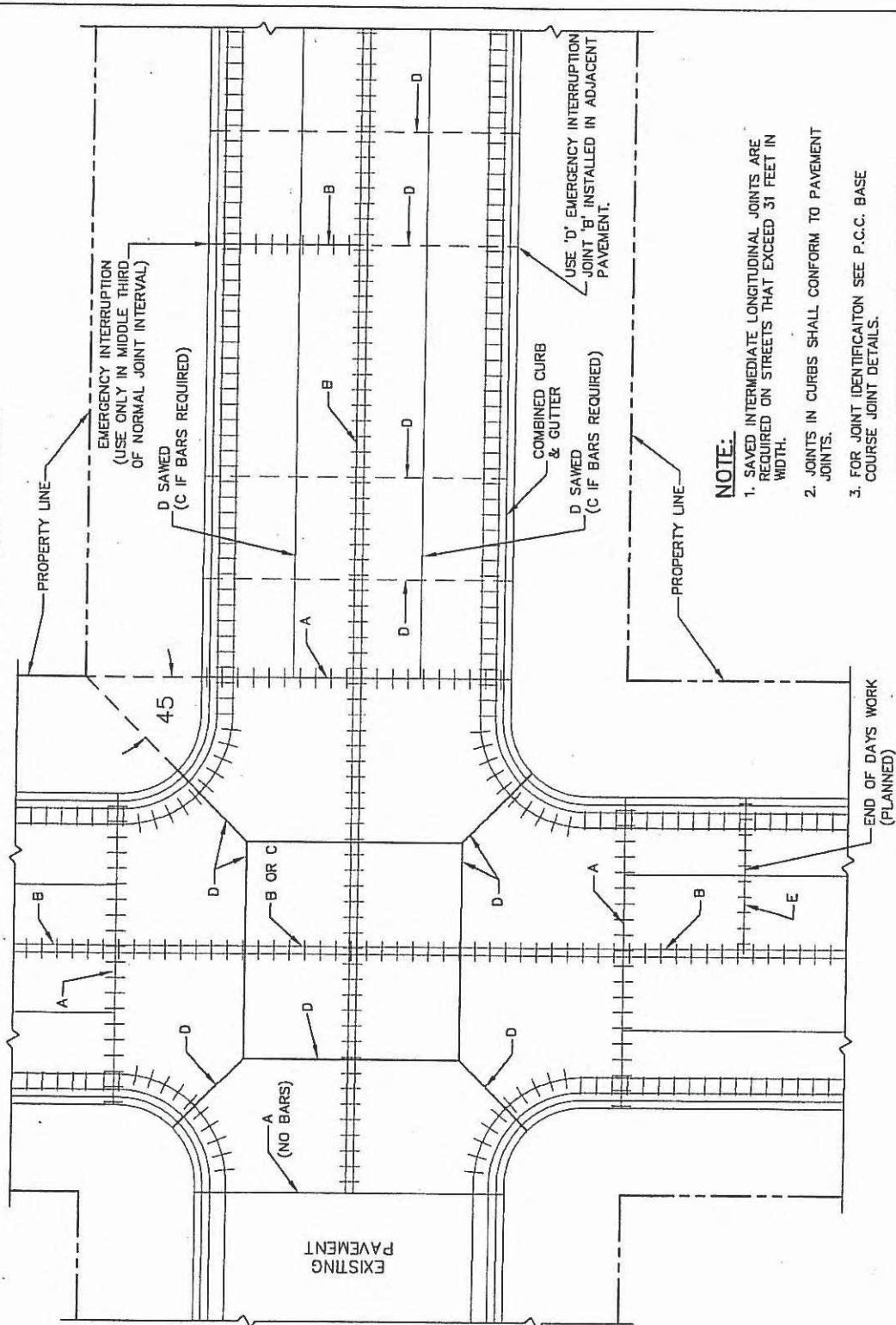
*** FOR PATCHES LESS THAN 6 FT. WIDE OR AREA LESS THAN 200 SQ. FT. HOT MIX BINDER COURSE MAY BE ELIMINATED PROVIDED P.C.C. BASE COURSE THICKNESS IS INCREASED PROPORTIONALLY.

DETAIL
PAVEMENT REMOVAL AND PORTLAND CEMENT CONCRETE REPLACEMENT



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| 01-11-2007 | A-2-2C | CDOT | | |

TYPICAL JOINT LAYOUT FOR P.C. CONCRETE PAVEMENT



NOTE:

1. SAWED INTERMEDIATE LONGITUDINAL JOINTS ARE REQUIRED ON STREETS THAT EXCEED 31 FEET IN WIDTH.
2. JOINTS IN CURBS SHALL CONFORM TO PAVEMENT JOINTS.
3. FOR JOINT IDENTIFICATION SEE P.C.C. BASE COURSE JOINT DETAILS.
4. TYPE 'D' TRANSVERSE JOINTS SHALL HAVE A MAXIMUM SPACING OF 20 FEET.
5. SEE SPECIAL PROVISION FOR JOINING P.C.C. PAVEMENT AND P.C.C. BASE.

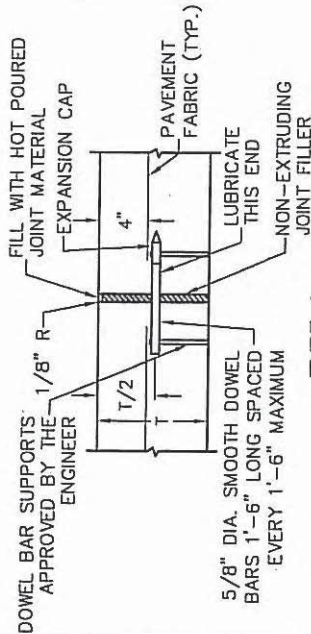


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| DATE | REVISION | CITY OF CHICAGO | |
| - | - | TYPICAL JOINT LAYOUT FOR P.C. CONCRETE PAVEMENTS | |
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| 12/26/06 | A-2-3A | CDOT | |

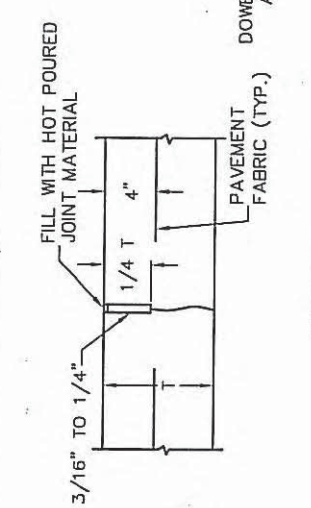
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| CITY OF CHICAGO | | |
| P.C.C. PAVEMENT JOINT DETAILS | | |
| DATE | SHEET | DRAWN BY |
| 12/26/06 | A-2-3B | CDOT |

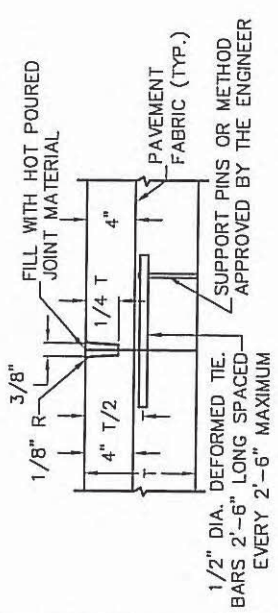
P.C.C. PAVEMENT JOINT DETAILS



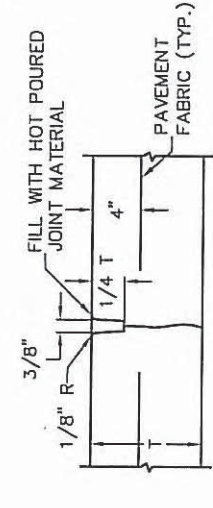
TYPE A
EXPANSION JOINT
(MAY BE CONSTRUCTION JOINT)



TYPE D
SAWED CONTRACTION JOINT
LONGITUDINAL OR TRANSVERSE

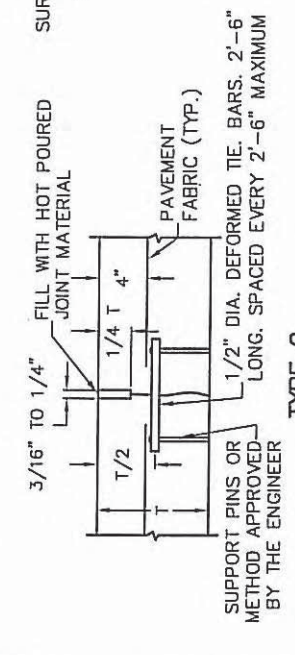


TYPE B
CONSTRUCTED JOINT
LONGITUDINAL OR TRANSVERSE

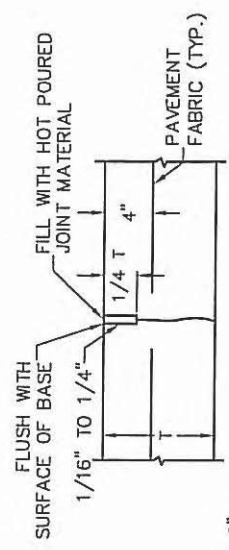


TYPE D
SAWED CONTRACTION JOINT
LONGITUDINAL OR TRANSVERSE

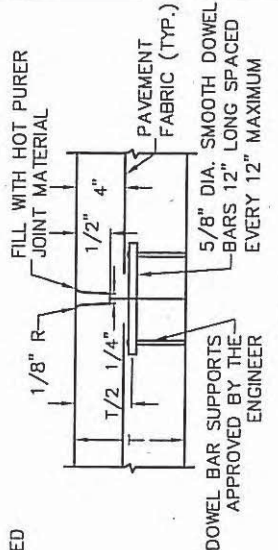
TYPE D
DUMMY GROOVE CONTRACTION JOINT
TRANSVERSE ONLY



TYPE C
SAWED LONGITUDINAL JOINT



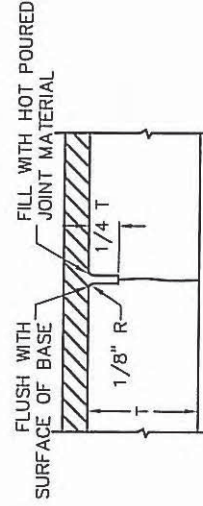
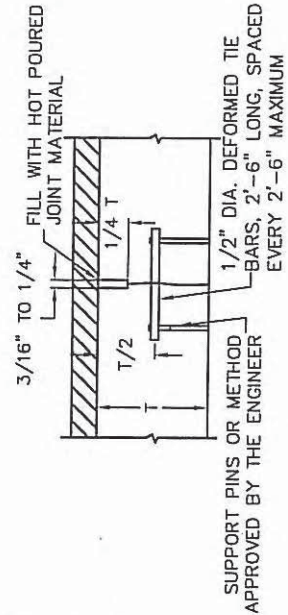
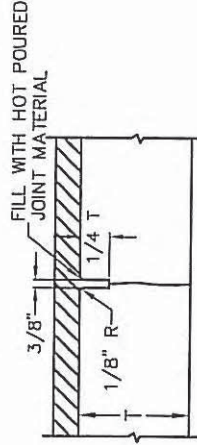
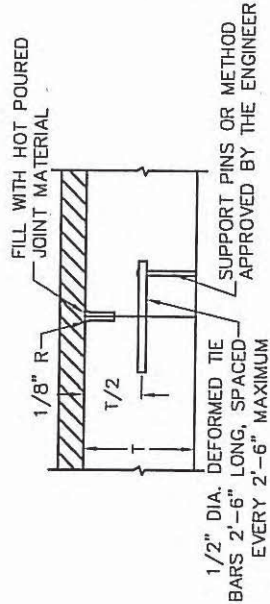
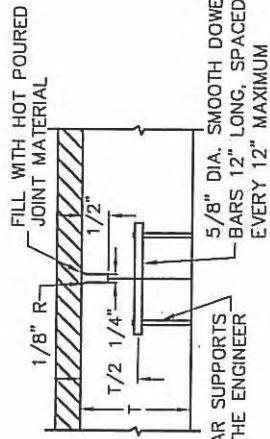
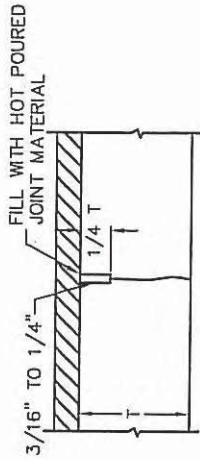
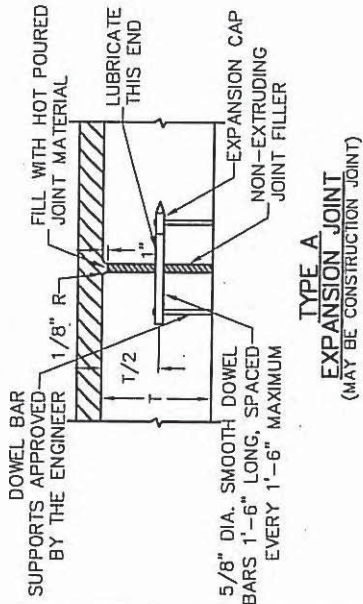
TYPE D
PREMOLDED CONTRACTION JOINT
TRANSVERSE ONLY



TYPE E
TRANSVERSE CONSTRUCTION JOINT

- NOTES:**
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-173-60 FOR CONCRETE JOINT SEALER.
 3. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED.
 4. SPLIT BOARD HEADERS WILL NOT BE ALLOWED.

P.C.C. BASE COURSE JOINT DETAILS

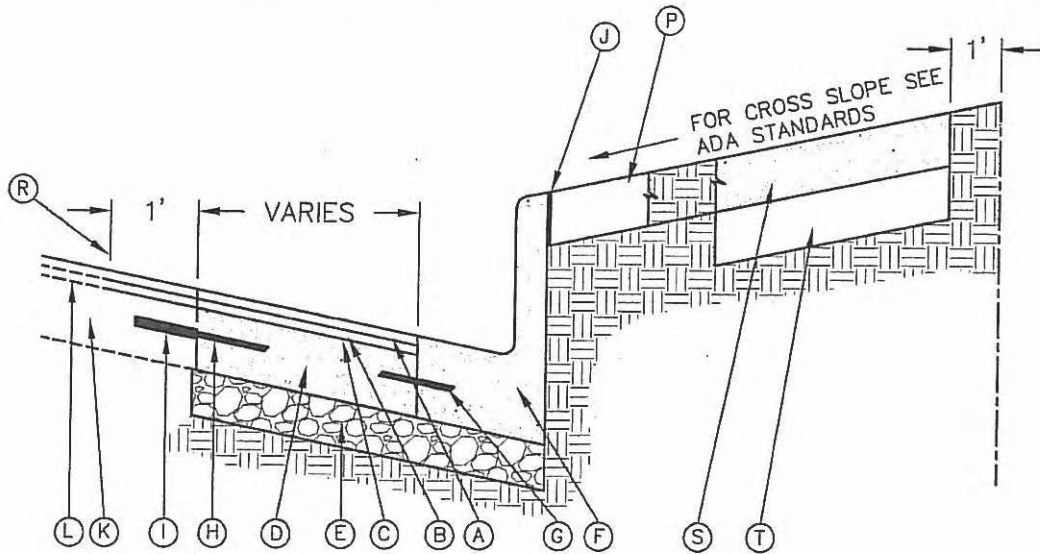


NOTES:

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-173-60 FOR CONCRETE JOINT SEALER.
3. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED.
4. SPLIT BOARD HEADERS WILL NOT BE ALLOWED.



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



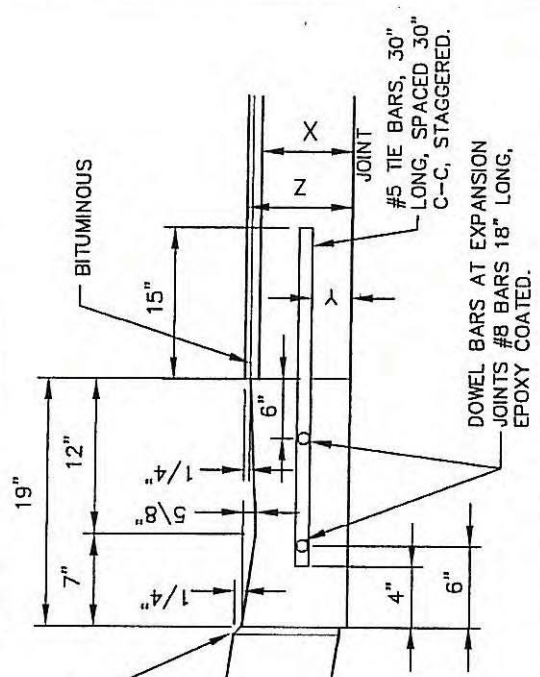
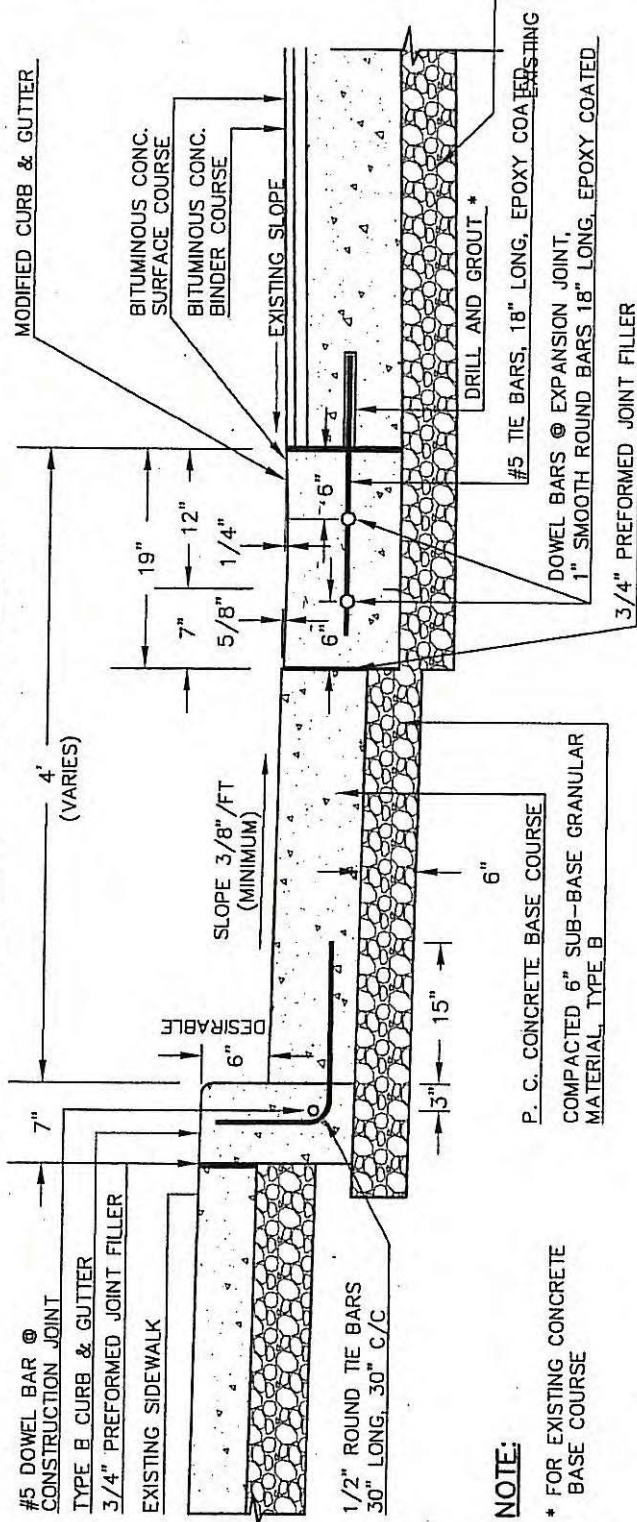
**PAVEMENT RESTORATION
ADJACENT TO NEW CONSTRUCTION**
NOT TO SCALE

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" OC; 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

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

**STREET WIDENING
FOR DIAGONAL PARKING DETAIL**



NOTE:

* FOR EXISTING CONCRETE BASE COURSE

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

DEPRESSED CURB & GUTTER AND TIE BAR DETAIL

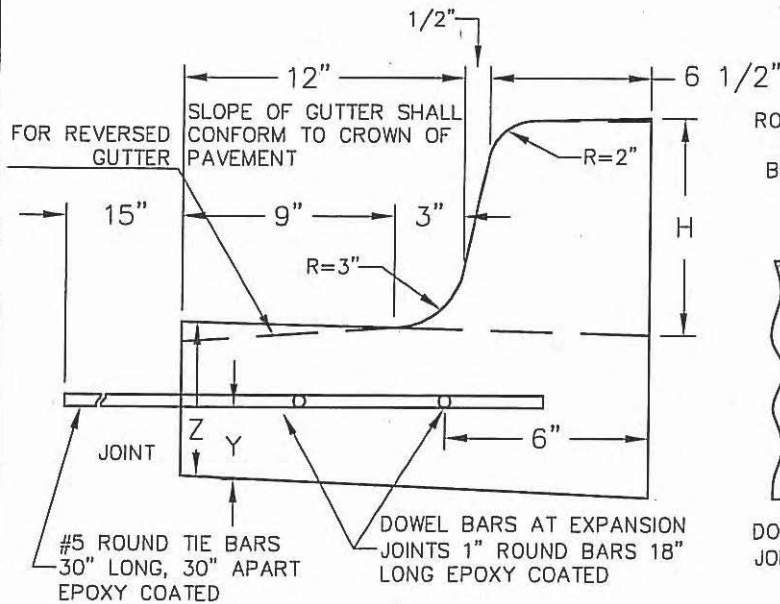


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|----------|----------|--------------------------------------|--|--|
| DATE | REVISION | CITY OF CHICAGO | | |
| - | - | STREET WIDENING FOR DIAGONAL PARKING | | |
| DATE | SHEET | DRAWN BY | | |
| 12/12/06 | A-2-5 | CDOT | | |

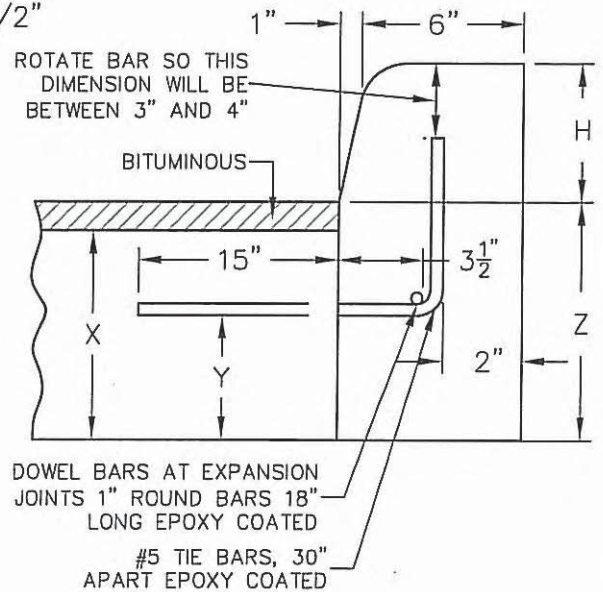
P.C. CONCRETE CURB & GUTTER

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

TYPE BV. 12 OR TYPE 3 CURB & GUTTER



TYPE B OR TYPE 4 CURB BARRIER CURB



JOINTS IN CURB, COMBINED CURB & GUTTER

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

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

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




| | | | | |
|--|------|----------|----------------------|----------|
| | DATE | REVISION | CITY OF CHICAGO | |
| | — | — | P.C.C. CURB & GUTTER | |
| | | | DATE | SHEET |
| | | | 12/12/06 | A-2-6 |
| | | | | DRAWN BY |
| | | | | CDOT |

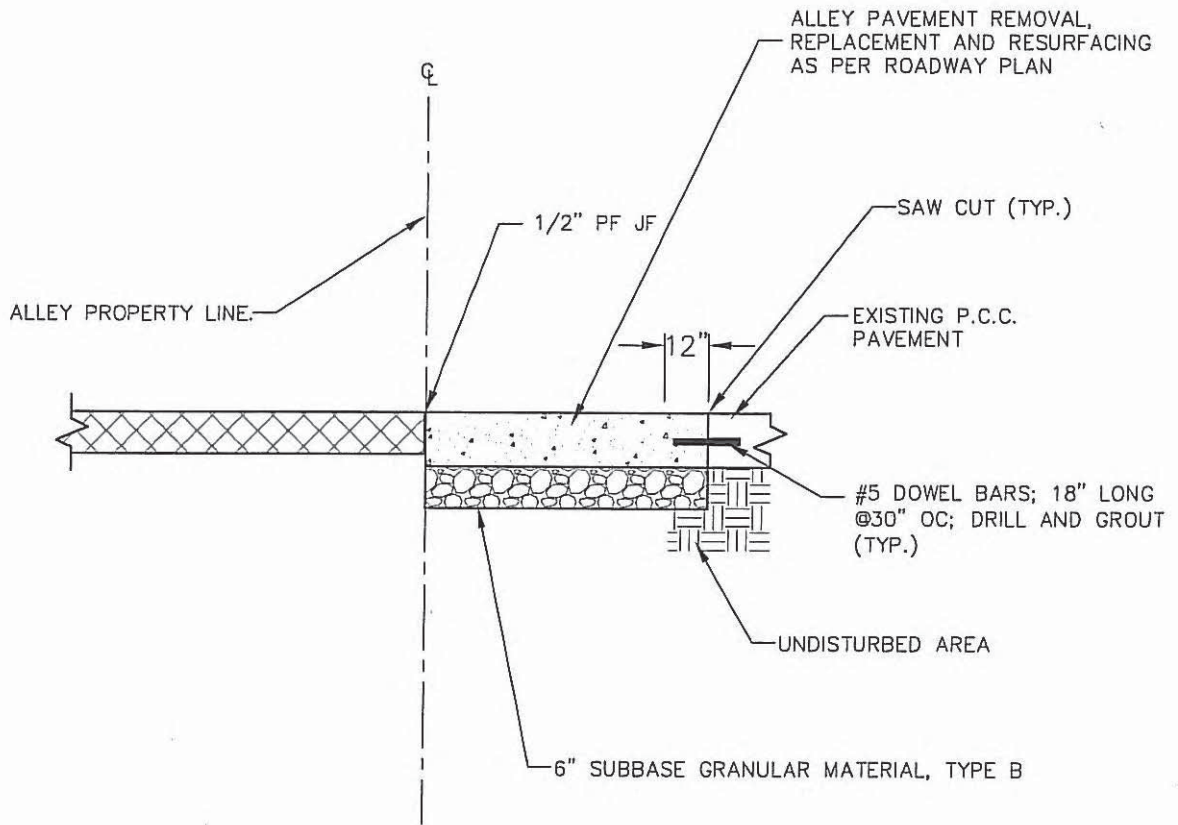
For Driveway Construction Detail


See Appendix B, Section 2

ADA Standards

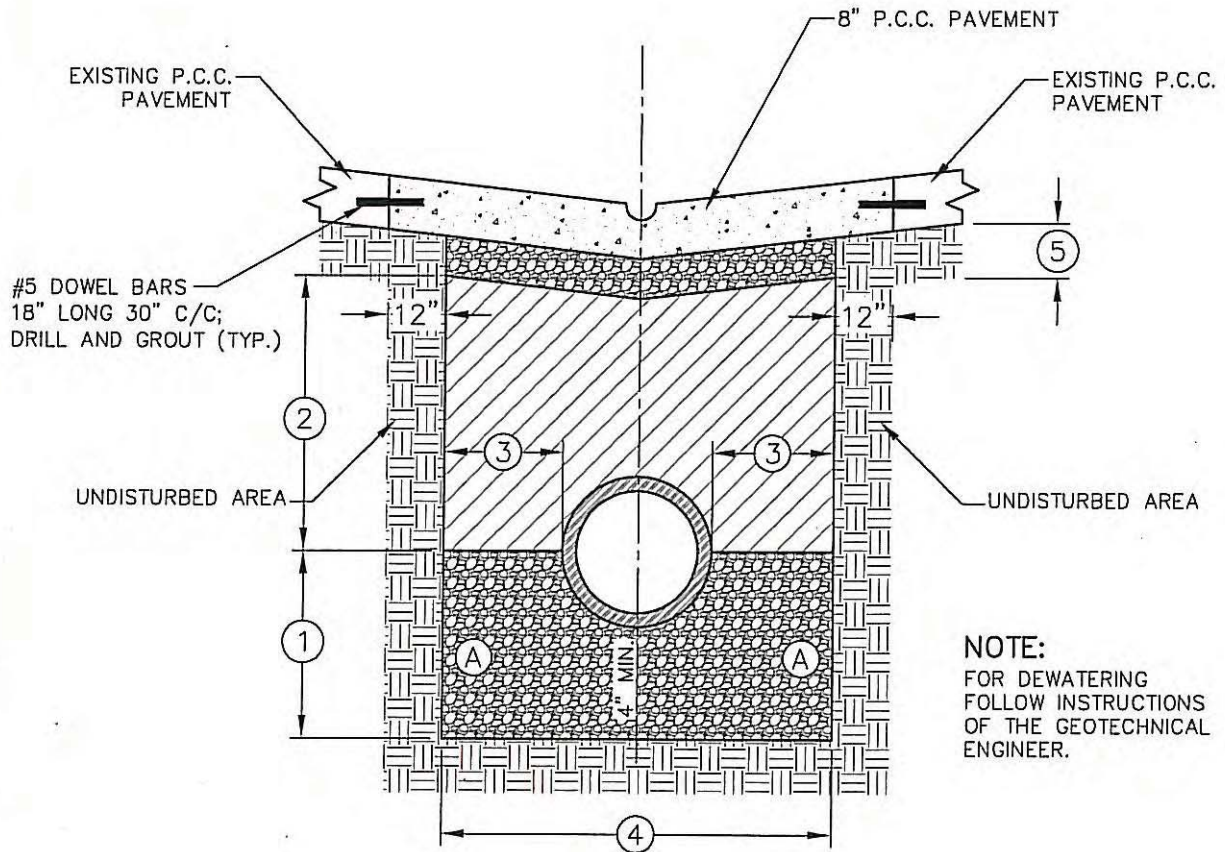
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|---|------|----------|-----------------|-------|----------|
|  | DATE | REVISION | CITY OF CHICAGO | | |
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| | | | DATE | SHEET | DRAWN BY |
| | | | 12/20/06 | A-2-7 | CDOT |

ALLEY PAVEMENT RESTORATION



| | | | | | |
|---|------|----------|----------------------------|-------|----------|
|  | DATE | REVISION | CITY OF CHICAGO | | |
| | - | - | ALLEY PAVEMENT RESTORATION | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 12/20/06 | A-2-8 | CDOT |

**P.C.C. ALLEY PAVEMENT RESTORATION
PIPE OR CONDUIT TRENCH DETAIL**

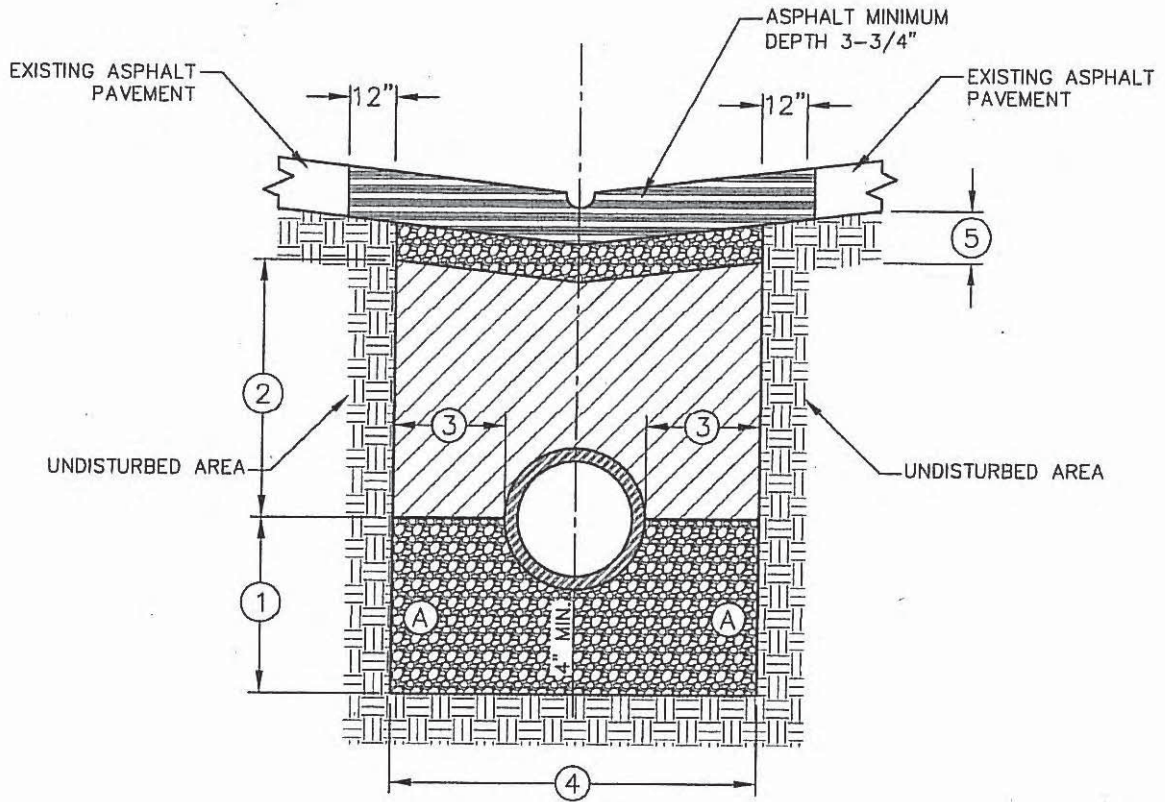


NOTE:
FOR DEWATERING
FOLLOW INSTRUCTIONS
OF THE GEOTECHNICAL
ENGINEER.

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

| | | | | | |
|--|------|----------|---|-------|----------|
| | DATE | REVISION | CITY OF CHICAGO | | |
| | — | — | P.C.C. ALLEY PAVEMENT RESTORATION PIPE OR CONDUIT TRENCH DETAIL, CONCRETE ALLEY | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 12/20/06 | A-2-9 | CDOT |

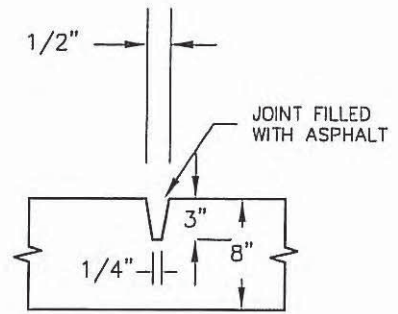
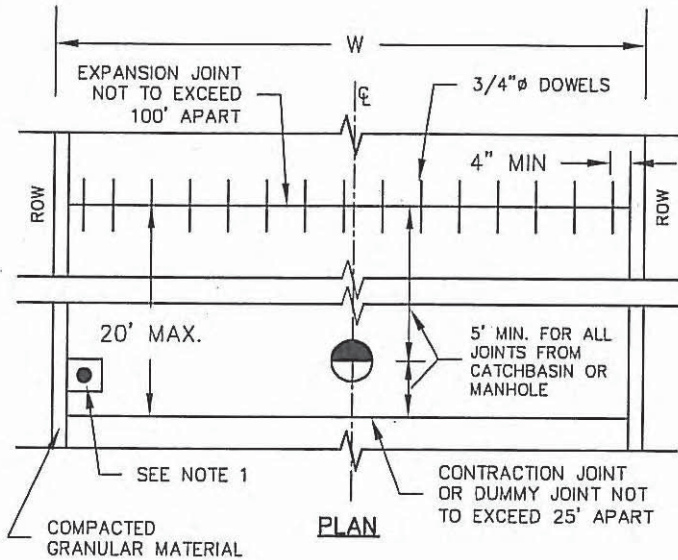
**ASPHALT ALLEY PAVEMENT RESTORATION
PIPE OR CONDUIT TRENCH DETAIL**



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

| | | | | | |
|--|------|----------|---|--------|----------|
| | DATE | REVISION | CITY OF CHICAGO | | |
| | — | — | ALLEY PAVEMENT RESTORATION PIPE OR CONDUIT TRENCH DETAIL, ASPHALT ALLEY | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 12/20/06 | A-2-10 | CDOT |

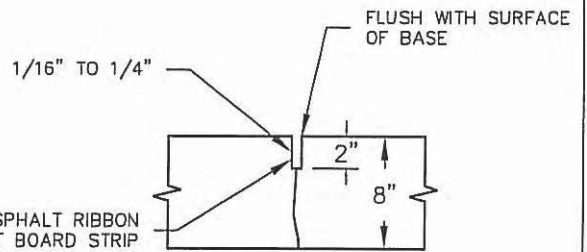
PORTLAND CEMENT CONCRETE ALLEY



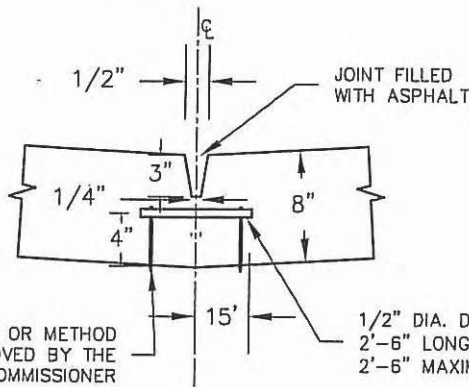
DUMMY GROOVE CONTRACTION JOINT
TRANSVERSE ONLY

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.



PREMOLDED CONTRACTION JOINT
TRANSVERSE ONLY



SUPPORT PINS OR METHOD APPROVED BY THE COMMISSIONER

1/2" DIA. DEFORMED TIE BARS, 2'-6" LONG, SPACED EVERY 2'-6" MAXIMUM

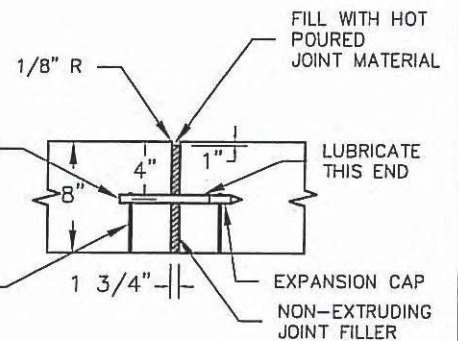
LONGITUDINAL CONSTRUCTION JOINT
REQUIRED FOR W 18' OR MORE

NOTES:

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

5/8" DIA. SMOOTH DOWEL BARS 1'-6" LONG, SPACED EVERY 1'-6" MAXIMUM

DOWEL BAR SUPPORTS APPROVED BY THE COMMISSIONER



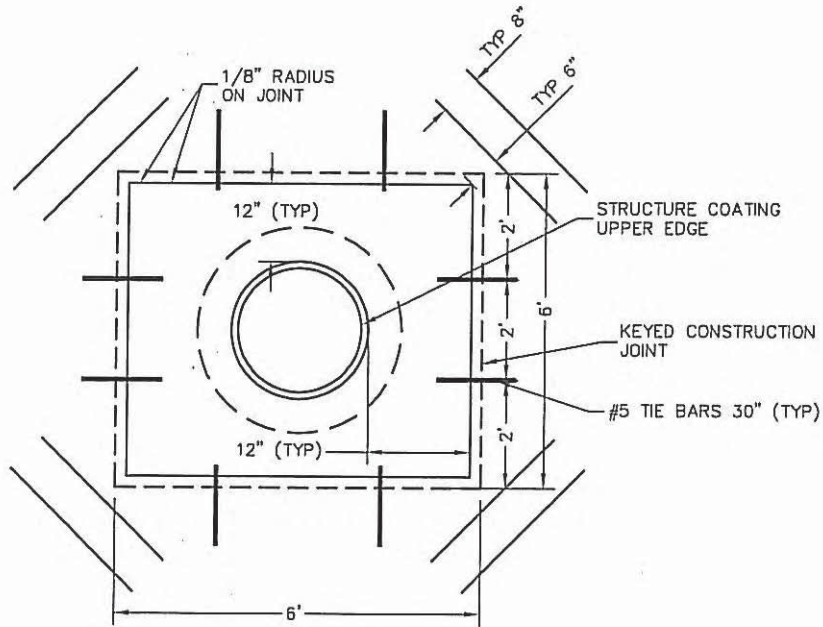
TRAVERSE EXPANSION JOINT
(MAY BE CONSTRUCTION JOINT)



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|----------|----------|--------------------------------|--|--|
| DATE | REVISION | CITY OF CHICAGO | | |
| — | — | PORTLAND CEMENT CONCRETE ALLEY | | |
| DATE | SHEET | DRAWN BY | | |
| 12/21/06 | A-2-11 | CDOT | | |

**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:

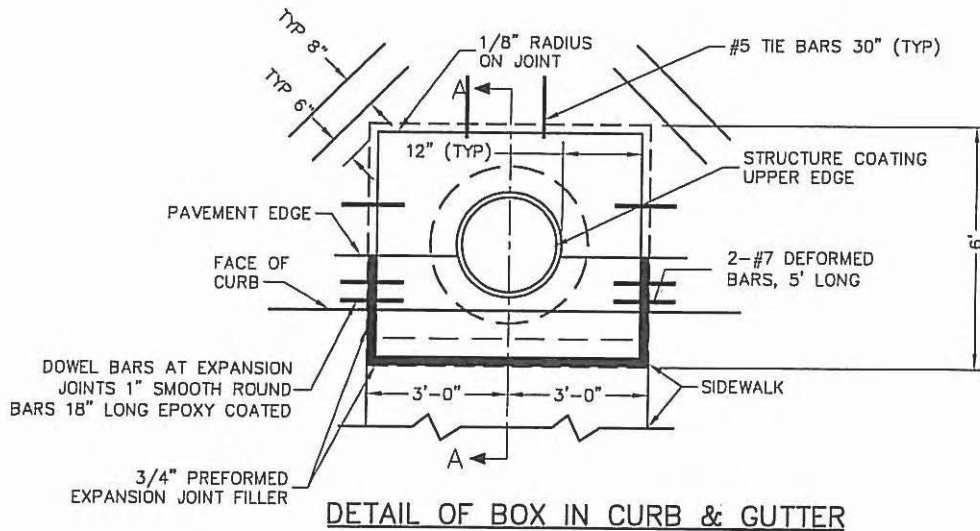
TIE BARS SHALL NOT BE INSTALLED AT ISOLATION BOX CORNERS WHERE EITHER SIDE OF THE BOX FORMING SAID CORNER IS A LONGITUDINAL OR TRAVERSE JOINT. MOREOVER, AT NO TIME SHALL A TIE BAR CROSS A JOINT (ALREADY FORMED OR PROPOSED) IN THE VICINITY OF THE ISOLATION BOX. IF THIS SITUATION OCCURS, THE TIE BAR SHALL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

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

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

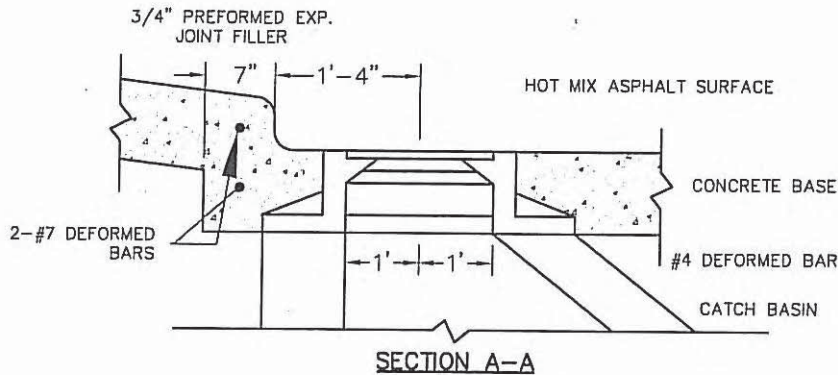
| | | | | | |
|--|------|----------|--|---------|----------|
| | DATE | REVISION | CITY OF CHICAGO | | |
| | — | — | DETAILS OF STRUCTURE CASTING ISOLATION BOX | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 12/21/06 | A-2-12A | CDOT |

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



NOTES:

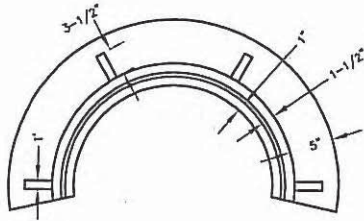
1. STRUCTURE CASTING MAY BE ROUND OR RECTANGULAR.
2. CONCRETE WITHIN THE ISOLATION BOX WILL BE OF THE SAME TYPE AND THICKNESS AS CONCRETE IN THE ADJACENT PAVEMENT.



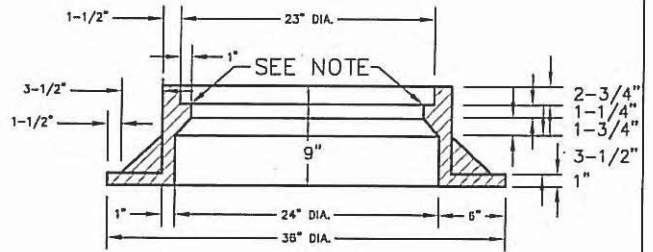
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|--|------|----------|--|---------|----------|
| | DATE | REVISION | CITY OF CHICAGO | | |
| | - | - | DETAILS OF STRUCTURE CASTING ISOLATION BOX FOR P.C.C. PAVEMENT AND BASE COURSE | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 12/22/06 | A-2-12B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

CHICAGO STANDARD CAST IRON MANHOLE FRAME

(FOR MANHOLES & CATCHBASINS)



PART PLAN

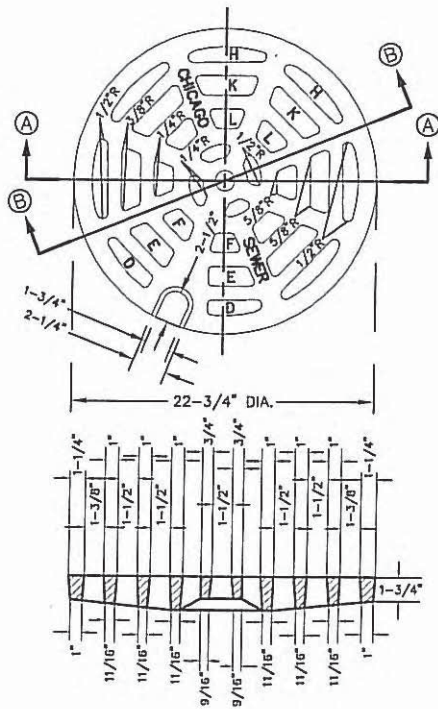


SECTION

NOTE:
BEARING SURFACE SHALL
BE MACHINE SMOOTH

CHICAGO STANDARD CAST IRON LID

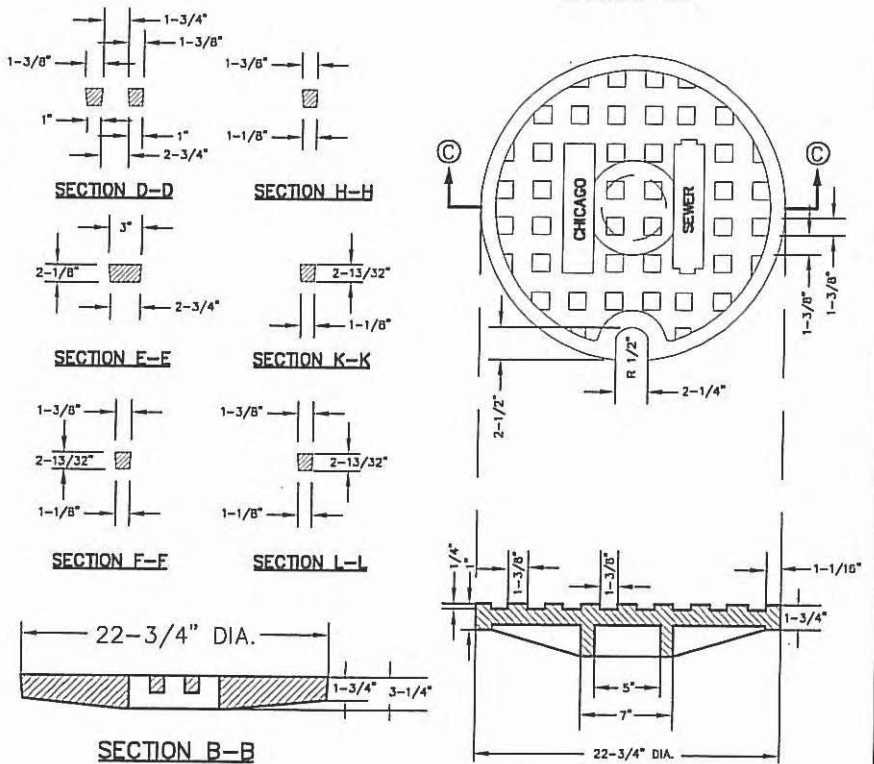
PERFORATED LID



SECTION A-A

WEIGHT 120 LBS.

CLOSED LID



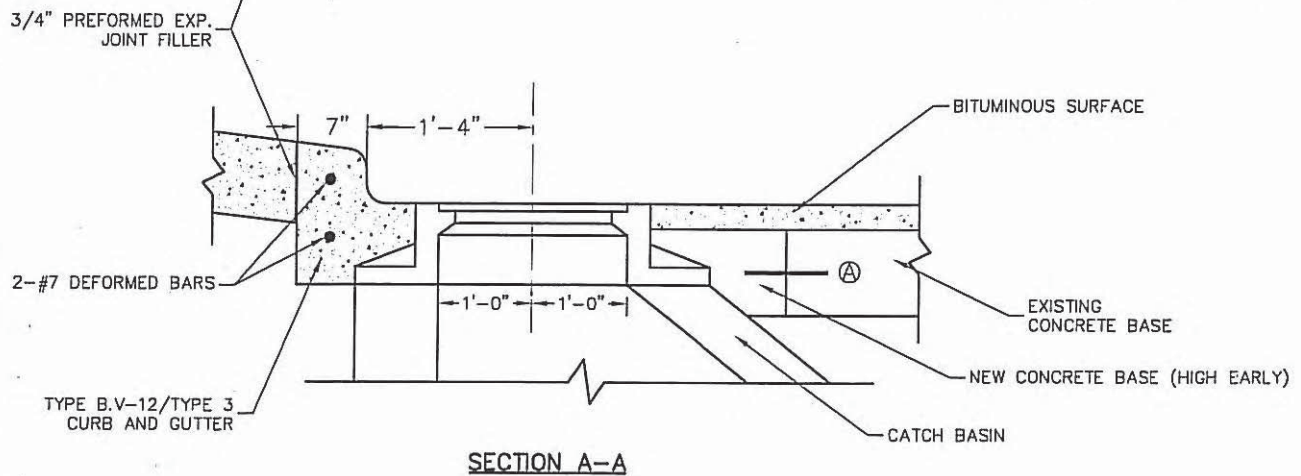
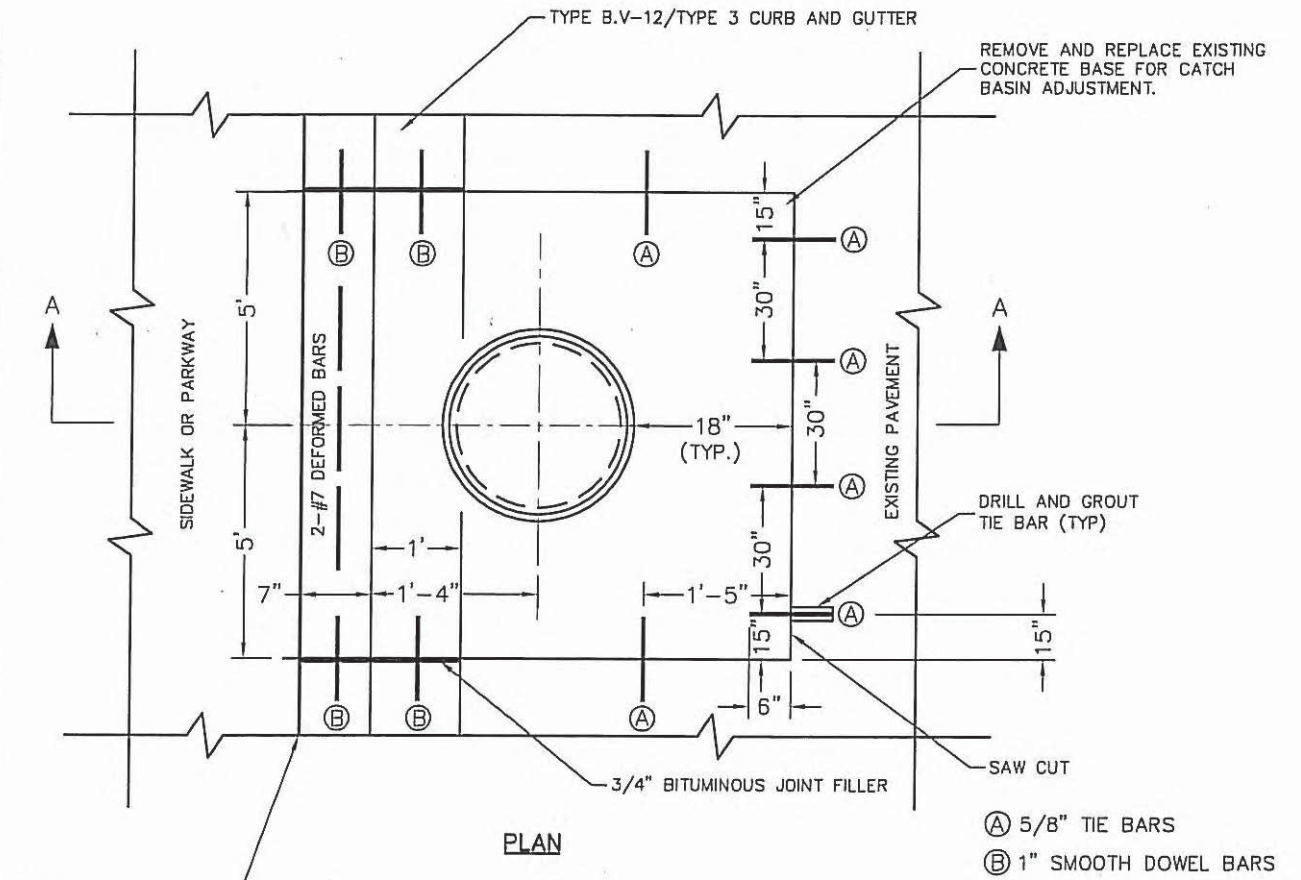
SECTION C-C

WEIGHT 150 LBS.



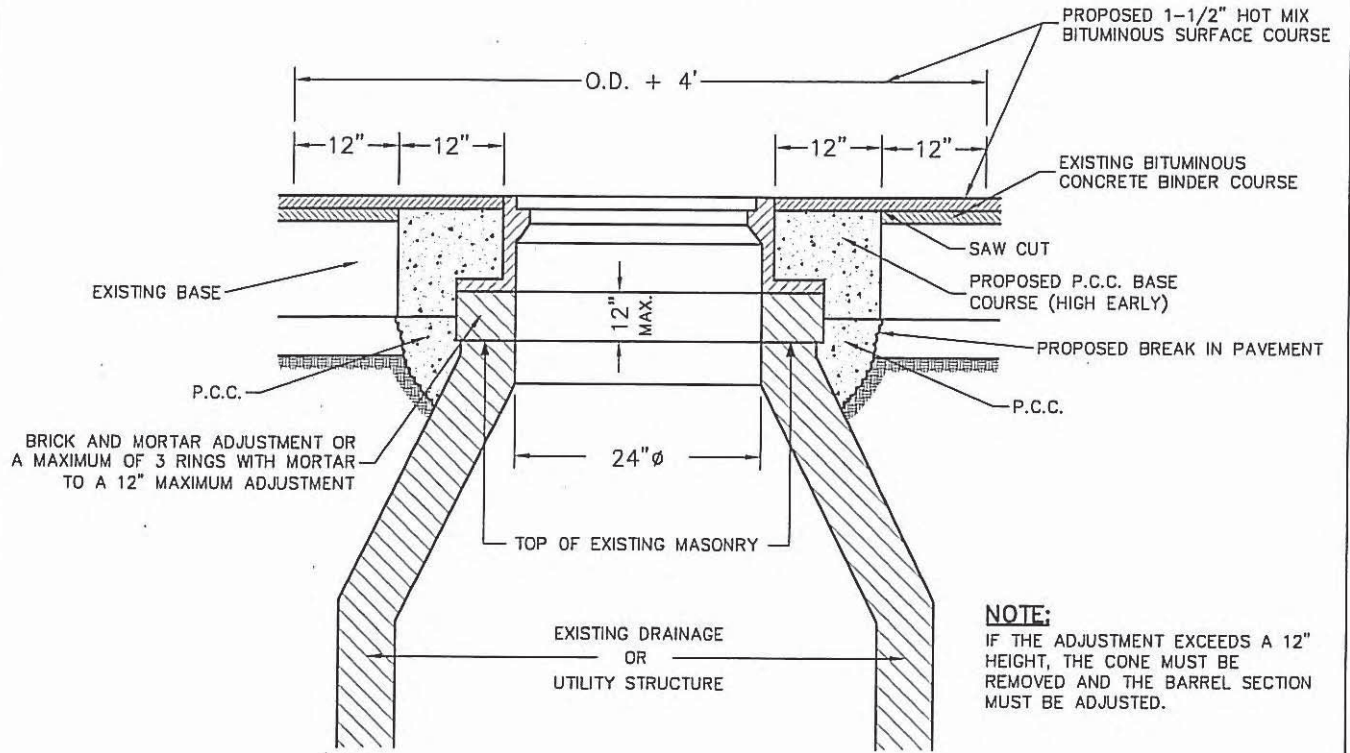
| | | | | |
|--|------------|----------|---|--|
| | DATE | REVISION | CITY OF CHICAGO | |
| | - | - | CHICAGO STANDARD CAST IRON MANHOLE FRAME | |
| | DATE | SHEET | DRAWN BY | |
| | 01-11-2007 | A-2-13 | CDOT | |

CATCH BASIN ADJUSTMENT IN EXISTING PAVEMENT

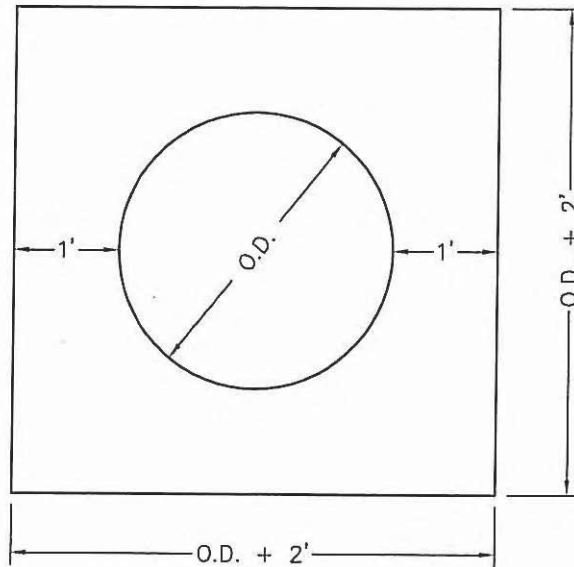


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|------|----------|---|--------|----------|
| DATE | REVISION | CITY OF CHICAGO | | |
| - | - | CATCH BASIN ADJUSTMENT IN EXISTING PAVEMENT | | |
| | | DATE | SHEET | DRAWN BY |
| | | 12/22/06 | A-2-14 | CDOT |

DETAIL OF FRAME ADJUSTMENT IN PAVEMENT



PLAN VIEW



| DATE | REVISION | CITY OF CHICAGO | | |
|------|----------|------------------------------|--------|----------|
| - | - | FRAME ADJUSTMENT IN PAVEMENT | | |
| | | DATE | SHEET | DRAWN BY |
| | | 12/22/06 | A-2-15 | CDOT |


Section 3

Sidewalk Details

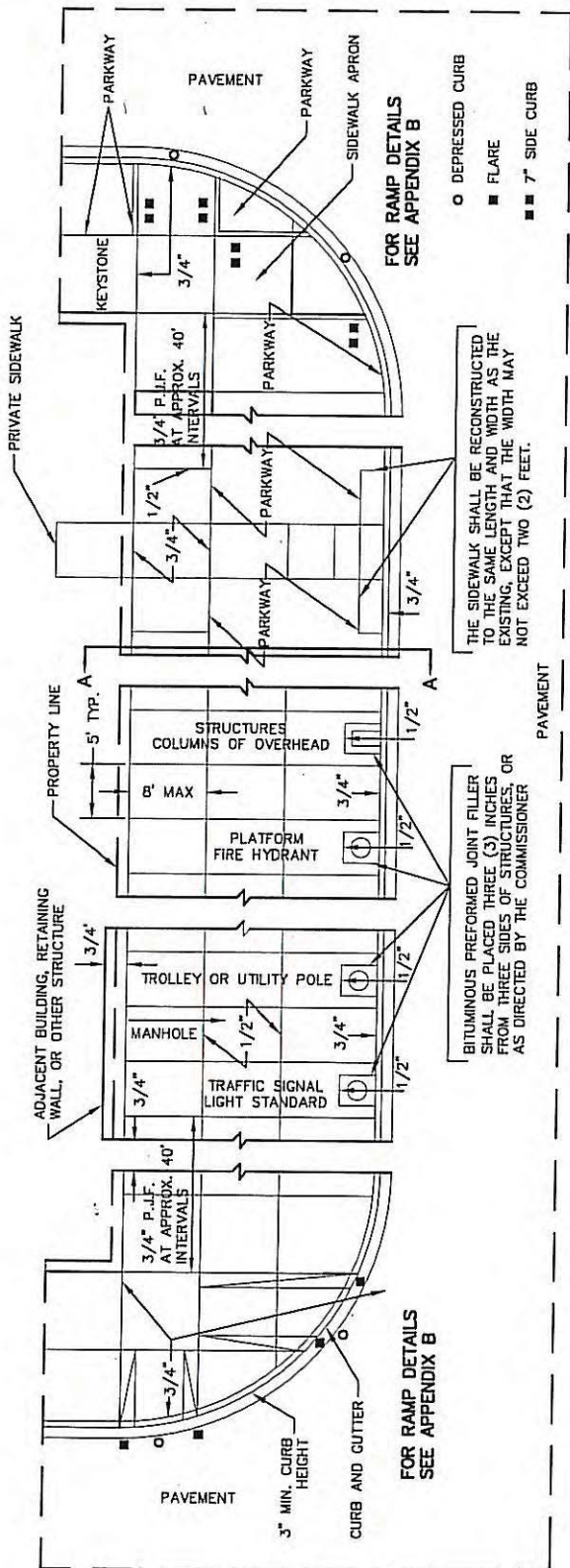
For ADA Compliant Sidewalk Construction Details

See Appendix B

ADA Standards

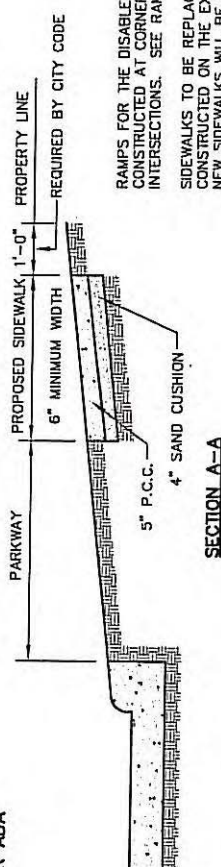
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|---|------|----------|--|-------|----------|
|  | DATE | REVISION | CITY OF CHICAGO | | |
| | — | — | ADA COMPLIANT SIDEWALK CONSTRUCTION DETAILS | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 12/20/06 | A-3-1 | CDOT |

DETAILS OF PORTLAND CEMENT CONCRETE SIDEWALK CONSTRUCTION



RAMPS FOR THE DISABLED WILL BE CONSTRUCTED AT CORNERS AND ALLEY INTERSECTIONS. SEE RAMPED SIDEWALK DETAIL.
SIDEWALKS TO BE REPLACED WILL BE CONSTRUCTED ON THE EXISTING BASE. NEW SIDEWALKS WILL BE CONSTRUCTED ON A 4" SAND CUSHION.

SEE APPENDIX B FOR ADA REQUIREMENTS FOR SIDEWALKS.

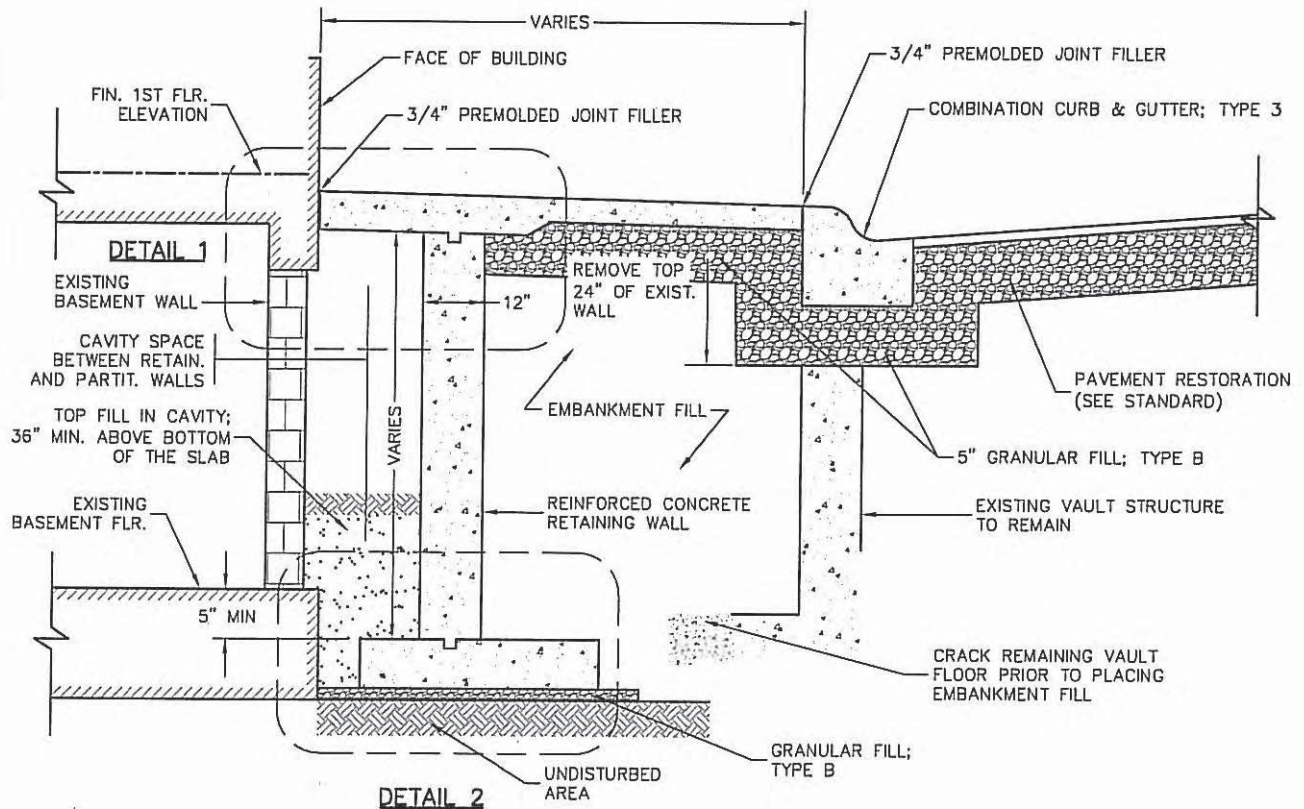


* THE 1/2" AND 3/4" DIMENSIONS REFER TO THE THICKNESS OF THE BITUMINOUS PREFORMED JOINT FILLER REQUIRED AT THE VARIOUS LOCATIONS.

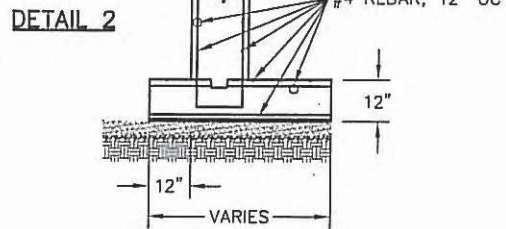
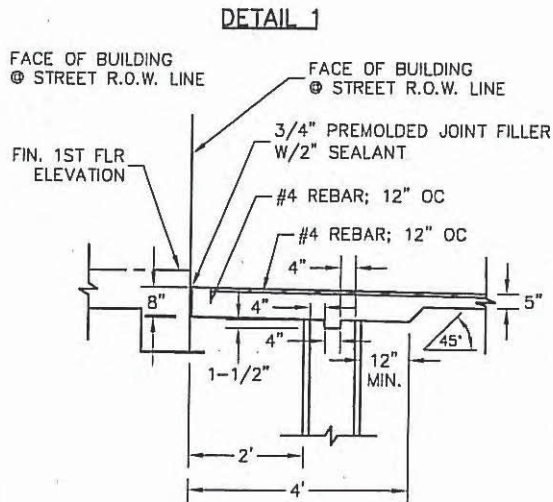


| DATE | | REVISION | | CITY OF CHICAGO | | |
|----------|-------|----------|--|--------------------------------------|--|--|
| - | | - | | P.C. CONCRETE SIDEWALK JOINT DETAILS | | |
| DATE | SHEET | DRAWN BY | | | | |
| 12/22/06 | A-3-2 | CDOT | | | | |

ELIMINATION OF VAULTED SIDEWALK ADJACENT TO BUILDING AT PROPERTY LINE



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



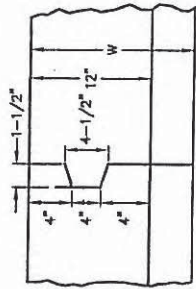
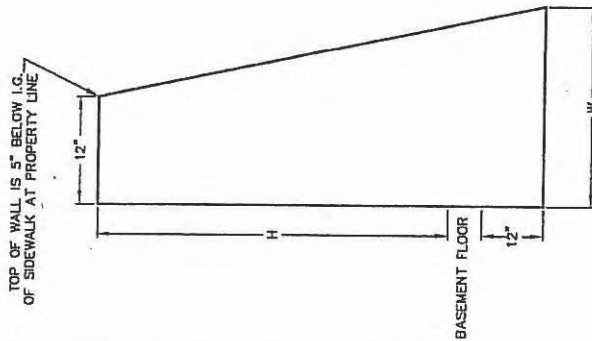
CONCRETE RETAINING WALL NOTES

1. CONTRACTOR TO VERIFY THE CONDITION OF BUILDING FOUNDATION AND THE LOCATION OF WATER, GAS, AND OTHER UTILITIES WITHIN THE VAULTED AREA.
2. CONTRACTOR RESPONSIBLE FOR NOTIFYING THE UTILITIES OF THE ELIMINATION OF THE VAULT.
3. SEAL ALL EXISTING OPENINGS TO VAULT AREA WITHIN THE C.M.U.
4. COMPACT EXISTING FILL TO NOT LESS THAN 95% OF MODIFIED LABORATORY DENSITY.
5. CONTRACTOR SHOULD EXERCISE UTMOST CAUTION TO 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.

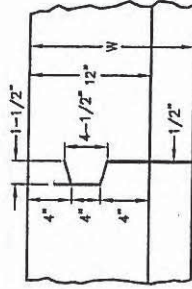


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| | DATE | REVISION | CITY OF CHICAGO | | |
| | — | — | ELIMINATION OF VAULTED SIDEWALK ADJACENT TO BUILDING | | |
| | DATE | | SHEET | DRAWN BY | |
| | 01/02/07 | | A-3-3 | CDOT | |

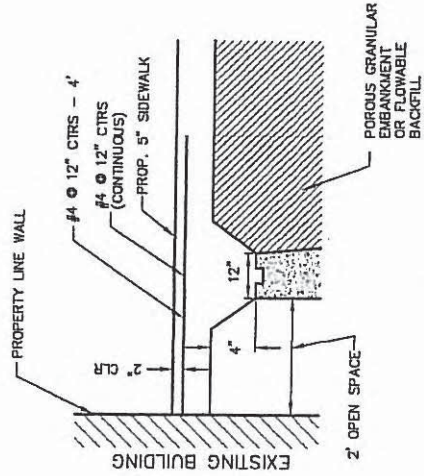
PROPERTY LINE WALL
PLAIN OR MASS WALLS 3 FT. TO 14 FT. HIGH BUILT OF CLASS 'X' CONCRETE



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.



TYPICAL SECTION

TABLE FOR P. LINE WALL

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

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

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 ONTO THE ADJOINING PROPERTY. THE COST OF THIS INCIDENTAL WORK TO BE INCLUDED IN UNIT PRICE FOR PLAIN OR MASS WALL. NO DEDUCTION OF CONCRETE TO BE MADE FOR SPACE OCCUPIED BY SUCH BOX OR TUBE.



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