CITY OF CHICAGO
ECONOMIC DISCLOSURE STATEMENT and AFFIDAVIT
Related to Contract/Amendment/Solicitation
EDS # 126880

## SECTION I -- GENERAL INFORMATION

A. Legal name of the Disclosing Party submitting the EDS:

MAT Construction Leasing, Inc.

Enter d/b/a if applicable:

The Disclosing Party submitting this EDS is:

the Applicant

B. Business address of the Disclosing Party:

4450 S Morgan Street
Chicago, IL 60609
United States

C. Telephone:

773-254-5435

Fax:

1-773-254-7195

D. Name of contact person:

Mr. Craig Ronald Ockerlund

F. Brief description of contract, transaction or other undertaking (referred to below as the "Matter") to which this EDS pertains:

Arterial Street Resurfacing: South Area 81

Which City agency or department is requesting this EDS?

DEPT OF PROCUREMENT SERVICES

Specification Number

565290

Contract (PO) Number

78018

Revision Number

Release Number

User Department Project Number

## SECTION II -- DISCLOSURE OF OWNERSHIP INTERESTS

A. NATURE OF THE DISCLOSING PARTY

1. Indicate the nature of the Disclosing Party:

Privately held business corporation

Is the Disclosing Party incorporated or organized in the State of Illinois?

Yes

B. DISCLOSING PARTY IS A LEGAL ENTITY:

1.a.1 Does the Disclosing Party have any directors?

No

1.a.3 List below the full names and titles of all executive officers and all directors, if any, of the entity. Do not include any directors who have no power to select the entity's officers.

| | |
|---|---|
| **Officer/Director:** | Mr. Michael Tadin Jr |
| **Title:** | President |
| **Role:** | Officer |

| | |
|---|---|
| **Officer/Director:** | Mr. Craig Ronald Ockerlund |
| **Title:** | Vice President |
| **Role:** | Officer |

2. Ownership Information

Please provide ownership information concerning each person or entity that holds, or is anticipated to hold (see next paragraph), a direct or indirect beneficial interest in excess of 7.5% of the Applicant. Examples of such an interest include shares in a corporation, partnership interest in a partnership or joint venture, interest of a member or manager in a limited liability company, or interest of a beneficiary of a trust, estate, or other similar entity. Note: Each legal entity below may be required to submit an EDS on its own behalf.

Please disclose present owners below. Please disclose anticipated owners in an attachment submitted through the "Additional Info" tab. "Anticipated owner" means an individual or entity in existence at the time application for City action is made, which is not an applicant or owner at such time, but which the applicant expects to assume a legal status, within six months of the time the City action occurs, that would render such individual or entity an applicant or owner if they had held such legal status at the time application was made.

- Mr. Michael Tadin Jr - 100.0%

Owner Details

| Name | Business Address |
|---|---|
| Mr. Michael Tadin Jr | 4450 S Morgan Street<br>Chicago, IL 60609<br>United States |

## SECTION III -- INCOME OR COMPENSATION TO, OR OWNERSHIP BY, CITY ELECTED OFFICIALS

A. Has the Disclosing Party provided any income or compensation to any City elected official during the 12-month period preceding the date of this EDS?

No

B. Does the Disclosing Party reasonably expect to provide any income or compensation to any City elected official during the 12-month period following the date of this EDS?

No

D. Does any City elected official or, to the best of the Disclosing Party's knowledge after reasonable inquiry, any City elected official's spouse or domestic partner, have a financial interest (as defined in Chapter 2-156 of the Municipal Code ("MCC")) in the Disclosing Party?

No

## SECTION IV -- DISCLOSURE OF SUBCONTRACTORS AND OTHER RETAINED PARTIES

The Disclosing Party must disclose the name and business address of each subcontractor, attorney, lobbyist (as defined in MCC Chapter 2-156), accountant, consultant and any other person or entity whom the Disclosing Party has retained or expects to retain in connection with the Matter, as well as the nature of the relationship, and the total amount of the fees paid or estimated to be paid. The Disclosing Party is not required to disclose employees who are paid solely through the Disclosing Party's regular payroll.

If the Disclosing Party is uncertain whether a disclosure is required under this Section, the Disclosing Party must either ask the City whether disclosure is required or make the disclosure.

1. Has the Disclosing Party retained or does it anticipate retaining any legal entities in connection with the Matter?

Yes

2. List below the names of all legal entities which are retained parties.

| | |
|---|---|
| **Name:** | Rula's Enterprises Company |
| **Anticipated/Retained:** | Anticipated |
| **Business Address:** | 1030 South La Grange Road<br>Office #4<br>La Grange, IL., IL 60525 United States |
| **Relationship:** | Subcontractor - MWDBE |
| **Fees ($$ or %):** | 2,694,931.66 |
| **Estimated/Paid:** | Estimated |

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3. Has the Disclosing Party retained or does it anticipate retaining any persons in connection with the Matter?

No

## SECTION V -- CERTIFICATIONS

A. COURT-ORDERED CHILD SUPPORT COMPLIANCE

Under MCC Section 2-92-415, substantial owners of business entities that contract with the City must remain in compliance with their child support obligations throughout the contract's term.

Has any person who directly or indirectly owns 10% or more of the Disclosing Party been declared in arrearage of any child support obligations by any Illinois court of competent jurisdiction?

No

B. FURTHER CERTIFICATIONS

1. [This certification applies only if the Matter is a contract being handled by the City's Department of Procurement Services.] In the 5-year period preceding the date of this EDS, neither the Disclosing Party nor any Affiliated Entity has engaged, in connection with the performance of any public contract, the services of an integrity monitor, independent private sector inspector general, or integrity compliance consultant (i.e. an individual or entity with legal, auditing, investigative, or other similar skills, designated by a public agency to help the agency monitor the activity of specified agency vendors as well as help the vendors reform their business practices so they can be considered for agency contracts in the future, or continue with a contract in progress).

I certify the above to be true

2. The Disclosing Party and its Affiliated Entities are not delinquent in the payment of any fine, fee, tax or other source of indebtedness owed to the City of Chicago, including, but not limited to, water and sewer charges, license fees, parking tickets, property taxes and sales taxes, nor is the Disclosing Party delinquent in the payment of any tax administered by the Illinois Department of Revenue.

I certify the above to be true

3. The Disclosing Party and, if the Disclosing Party is a legal entity, all of those persons or entities identified in Section II(B)(1) of this EDS:

a. are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from any transactions by any federal, state or local unit of government;
b. have not, during the 5 years before the date of this EDS, been convicted of a criminal offense, adjudged guilty, or had a civil judgment rendered against them in connection with: obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction; a violation of

federal or state antitrust statutes; fraud; embezzlement; theft; forgery; bribery; falsification or destruction of records; making false statements; or receiving stolen property;

c. are not presently indicted for, or criminally or civilly charged by, a governmental entity (federal, state or local) with committing any of the offenses set forth in subparagraph (b) above;
d. have not, during the 5 years before the date of this EDS, had one or more public transactions (federal, state or local) terminated for cause or default; and
e. have not, during the 5 years before the date of this EDS, been convicted, adjudged guilty, or found liable in a civil proceeding, or in any criminal or civil action, including actions concerning environmental violations, instituted by the City or by the federal government, any state, or any other unit of local government.

I certify the above to be true

4. The Disclosing Party understands and shall comply with the applicable requirements of MCC Chapter 2-56 (Inspector General) and Chapter 2-156 (Governmental Ethics).

I certify the above to be true

5. Neither the Disclosing Party, nor any Contractor, nor any Affiliated Entity of either the Disclosing Party or any Contractor, nor any Agents have, during the 5 years before the date of this EDS, or, with respect to a Contractor, an Affiliated Entity, or an Affiliated Entity of a Contractor during the 5 years before the date of such Contractor's or Affiliated Entity's contract or engagement in connection with the Matter:

a. bribed or attempted to bribe, or been convicted or adjudged guilty of bribery or attempting to bribe, a public officer or employee of the City, the State of Illinois, or any agency of the federal government or of any state or local government in the United States of America, in that officer's or employee's official capacity;
b. agreed or colluded with other bidders or prospective bidders, or been a party to any such agreement, or been convicted or adjudged guilty of agreement or collusion among bidders or prospective bidders, in restraint of freedom of competition by agreement to bid a fixed price or otherwise; or
c. made an admission of such conduct described in subparagraph (a) or (b) above that is a matter of record, but have not been prosecuted for such conduct; or
d. violated the provisions referenced in MCC Subsection 2-92-320(a)(4)(Contracts Requiring a Base Wage); (a)(5)(Debarment Regulations); or (a)(6)(Minimum Wage Ordinance).

I certify the above to be true

6. Neither the Disclosing Party, nor any Affiliated Entity or Contractor, or any of their employees, officials, agents or partners, is barred from contracting with any unit of state or local government as a result of engaging in or being convicted of

- bid-rigging in violation of 720 ILCS 5/33E-3;
- bid-rotating in violation of 720 ILCS 5/33E-4; or
- any similar offense of any state or of the United States of America that contains the same elements as the offense of bid-rigging or bid-rotating.

I certify the above to be true

7. Neither the Disclosing Party nor any Affiliated Entity is listed on a Sanctions List maintained by the United States Department of Commerce, State, or Treasury, or any successor federal agency.

I certify the above to be true

8. [FOR APPLICANT ONLY]

i. Neither the Applicant nor any "controlling person" [see MCC Chapter 1-23, Article I for applicability and defined terms] of the Applicant is currently indicted or charged with, or has admitted guilt of, or has ever been convicted of, or placed under supervision for, any criminal offense involving actual, attempted, or conspiracy to commit bribery, theft, fraud, forgery, perjury, dishonesty or deceit against an officer or employee of the City or any "sister agency" ; and
ii. the Applicant understands and acknowledges that compliance with Article I is a continuing requirement for doing business with the City.

NOTE: If MCC Chapter 1-23, Article I applies to the Applicant, that Article's permanent compliance timeframe supersedes 5-year compliance timeframes in this Section V.

I certify the above to be true

9. [FOR APPLICANT ONLY] The Applicant and its Affiliated Entities will not use, nor permit their subcontractors to use, any facility listed as having an active exclusion by the U.S. EPA on the federal System for Award Management ("SAM")

I certify the above to be true

10. [FOR APPLICANT ONLY] The Applicant will obtain from any contractors/ subcontractors hired or to be hired in connection with the Matter certifications equal in form and substance to those in Certifications (2) and (9) above and will not, without the prior written consent of the City, use any such contractor/subcontractor that does not provide such certifications or that the Applicant has reason to believe has not provided or cannot provide truthful certifications.

I certify the above to be true

11. To the best of the Disclosing Party's knowledge after reasonable inquiry, the following is a complete list of all current employees of the Disclosing Party who were, at

any time during the 12-month period preceding the date of this EDS, an employee, or elected or appointed official, of the City of Chicago.

None

12. To the best of the Disclosing Party's knowledge after reasonable inquiry, the following is a complete list of all gifts that the Disclosing Party has given or caused to be given, at any time during the 12-month period preceding the execution date of this EDS, to an employee, or elected or appointed official, of the City of Chicago. For purposes of this statement, a "gift" does not include: (i) anything made generally available to City employees or to the general public, or (ii) food or drink provided in the course of official City business and having a retail value of less than $25 per recipient, or (iii) a political contribution otherwise duly reported as required by law.

None

C. CERTIFICATION OF STATUS AS FINANCIAL INSTITUTION

The Disclosing Party certifies, as defined in MCC Section 2-32-455(b), the Disclosing Party

is not a "financial institution"

D. CERTIFICATION REGARDING FINANCIAL INTEREST IN CITY BUSINESS

Any words or terms defined in MCC Chapter 2-156 have the same meanings if used in this Part D.

1. In accordance with MCC Section 2-156-110: To the best of the Disclosing Party's knowledge after reasonable inquiry, does any official or employee of the City have a financial interest in his or her own name or in the name of any other person or entity in the Matter?

No

E. CERTIFICATION REGARDING SLAVERY ERA BUSINESS

If the Disclosing Party cannot make this verification, the Disclosing Party must disclose all required information in the space provided below or in an attachment in the "Additional Info" tab. Failure to comply with these disclosure requirements may make any contract entered into with the City in connection with the Matter voidable by the City.

The Disclosing Party verifies that the Disclosing Party has searched any and all records of the Disclosing Party and any and all predecessor entities regarding records of investments or profits from slavery or slaveholder insurance policies during the slavery era (including insurance policies issued to slaveholders that provided coverage for

damage to or injury or death of their slaves), and the Disclosing Party has found no such records.

I can make the above verification

## SECTION VI -- CERTIFICATIONS FOR FEDERALLY FUNDED MATTERS

Is the Matter federally funded? For the purposes of this Section VI, tax credits allocated by the City and proceeds of debt obligations of the City are not federal funding.

No

## SECTION VII - FURTHER ACKNOWLEDGMENTS AND CERTIFICATION

The Disclosing Party understands and agrees that:

A. The certifications, disclosures, and acknowledgments contained in this EDS will become part of any contract or other agreement between the Applicant and the City in connection with the Matter, whether procurement, City assistance, or other City action, and are material inducements to the City's execution of any contract or taking other action with respect to the Matter. The Disclosing Party understands that it must comply with all statutes, ordinances, and regulations on which this EDS is based.

B. The City's Governmental Ethics Ordinance, MCC Chapter 2-156, imposes certain duties and obligations on persons or entities seeking City contracts, work, business, or transactions. The full text of this ordinance and a training program is available on line at www.cityofchicago.org/Ethics, and may also be obtained from the City's Board of Ethics, 740 N. Sedgwick St., Suite 500, Chicago, IL 60610, (312) 744-9660. The Disclosing Party must comply fully with this ordinance.

I acknowledge and consent to the above

The Disclosing Party understands and agrees that:

C. If the City determines that any information provided in this EDS is false, incomplete or inaccurate, any contract or other agreement in connection with which it is submitted may be rescinded or be void or voidable, and the City may pursue any remedies under the contract or agreement (if not rescinded or void), at law, or in equity, including terminating the Disclosing Party's participation in the Matter and/or declining to allow the Disclosing Party to participate in other City transactions. Remedies at law for a false statement of material fact may include incarceration and an award to the City of treble damages.

D. It is the City's policy to make this document available to the public on its Internet site and/or upon request. Some or all of the information provided in, and appended to, this EDS may be made publicly available on the Internet, in response to a Freedom of Information Act request, or otherwise. By completing and signing this EDS, the Disclosing Party waives and releases any possible rights or claims which it may have against the City in connection with the public release of information contained in this EDS and also authorizes the City to verify the accuracy of any information submitted in this EDS.

E. The information provided in this EDS must be kept current. In the event of changes, the Disclosing Party must supplement this EDS up to the time the City takes action on the Matter. If the Matter is a contract being handled by the City's Department of Procurement Services, the Disclosing Party must update this EDS as the contract requires. NOTE: With respect to Matters subject to MCC Article I of Chapter 1-23 (imposing PERMANENT INELIGIBILITY for certain specified offenses), the information provided herein regarding eligibility must be kept current for a longer period, as required by MCC Chapter 1-23 and Section 2-154-020.

I acknowledge and consent to the above

## APPENDIX A - FAMILIAL RELATIONSHIPS WITH ELECTED CITY OFFICIALS AND DEPARTMENT HEADS

This Appendix is to be completed only by (a) the Applicant, and (b) any legal entity which has a direct ownership interest in the Applicant exceeding 7.5%. It is not to be completed by any legal entity which has only an indirect ownership interest in the Applicant.

Under MCC Section 2-154-015, the Disclosing Party must disclose whether such Disclosing Party or any "Applicable Party" or any Spouse or Domestic Partner thereof currently has a "familial relationship" with any elected city official or department head. A "familial relationship" exists if, as of the date this EDS is signed, the Disclosing Party or any "Applicable Party" or any Spouse or Domestic Partner thereof is related to the mayor, any alderman, the city clerk, the city treasurer or any city department head as spouse or domestic partner or as any of the following, whether by blood or adoption: parent, child, brother or sister, aunt or uncle, niece or nephew, grandparent, grandchild, father-in-law, mother-in-law, son-in-law, daughter-in-law, stepfather or stepmother, stepson or stepdaughter, stepbrother or stepsister or half-brother or half-sister.

"Applicable Party" means (1) all corporate officers of the Disclosing Party, if the Disclosing Party is a corporation; all partners of the Disclosing Party, if the Disclosing Party is a general partnership; all general partners and limited partners of the Disclosing Party, if the Disclosing Party is a limited partnership; all managers, managing members and members of the Disclosing Party, if the Disclosing Party is a limited liability company; (2) all principal officers of the Disclosing Party; and (3) any person having

more than a 7.5% ownership interest in the Disclosing Party. "Principal officers" means the president, chief operating officer, executive director, chief financial officer, treasurer or secretary of a legal entity or any person exercising similar authority.

Does the Disclosing Party or any "Applicable Party" or any Spouse or Domestic Partner thereof currently have a "familial relationship" with an elected city official or department head?

No

## APPENDIX B - BUILDING CODE SCOFFLAW/PROBLEM LANDLORD CERTIFICATION

This Appendix is to be completed only by (a) the Applicant, and (b) any legal entity which has a direct ownership interest in the Applicant exceeding 7.5% (an "Owner"). It is not to be completed by any legal entity which has only an indirect ownership interest in the Applicant.

Pursuant to MCC Section 2-154-010, is the Applicant or any Owner identified as a building code scofflaw or problem landlord pursuant to MCC Section 2-92-416?

No

## ADDITIONAL INFO

Please add any additional explanatory information here. If explanation is longer than 1000 characters, you may add an attachment below. Please note that your EDS, including all attachments, becomes available for public viewing upon contract award. Your attachments will be viewable "as is" without manual redaction by the City. You are responsible for redacting any non-public information from your documents before uploading.

Arterial Resurfacing Project No. 80 SOUTH Area (Specification No. 565290

List of vendor attachments uploaded by City staff

None.

List of attachments uploaded by vendor

Project No. 81- SOUTH Area (Specification No. 565290

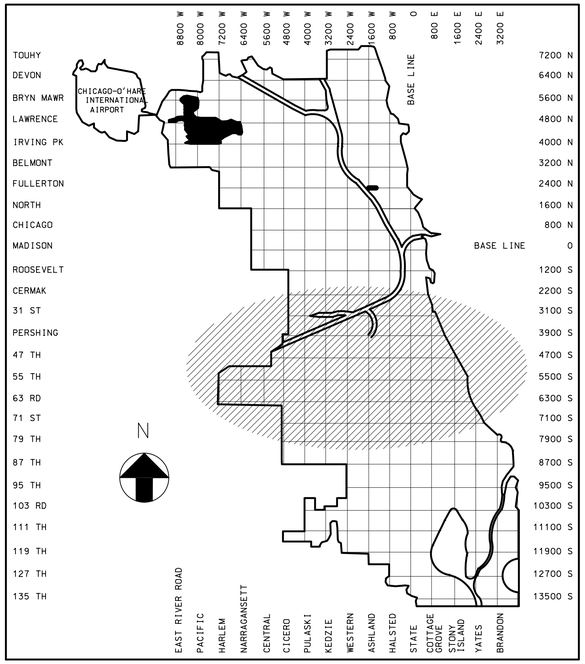
### CERTIFICATION

Under penalty of perjury, the person signing below: (1) warrants that he/she is authorized to execute this EDS, and all applicable appendices, on behalf of the

Disclosing Party, and (2) warrants that all certifications and statements contained in this EDS, and all applicable appendices, are true, accurate and complete as of the date furnished to the City. Submission of this form constitutes making the oath associated with notarization.

/s/ 06/15/2018
Mr. Craig Ronald Ockerlund
Vice President
MAT Construction Leasing, Inc.

This is a printed copy of the Economic Disclosure Statement, the original of which is filed electronically with the City of Chicago. Any alterations must be made electronically, alterations on this printed copy are void and of no effect.




PROJECT LENGTH = 10.70 MILES

# STATE OF ILLINOIS
# CITY OF CHICAGO

RAHM EMANUEL, MAYOR

# DEPARTMENT OF TRANSPORTATION

REBEKAH SCHEINFELD, COMMISSIONER

# DIVISION OF ENGINEERING

DANIEL BURKE, P.E., S.E., DEPUTY COMMISSIONER

# CONTRACT PLANS

FOR

# ARTERIAL STREET RESURFACING
# PROJECT 81 - SOUTH AREA

THESE PLANS COMPLY WITH THE CURRENT POLICY OF THE CITY OF CHICAGO TO FACILITATE THE MOBILITY OF PEOPLE WITH DISABILITIES

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION

DATE: _____

APPROVED: _____
PROJECT MANAGER

APPROVED: _____
ASSISTANT CHIEF HIGHWAY ENGINEER
DIVISION OF ENGINEERING

APPROVED: _____
DEPUTY COMMISSIONER,
DIVISION OF ENGINEERING

APPROVED: _____
COMMISSIONER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PASSED: _____ 20__

_____
DISTRICT ENGINEER LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON
LIMITED REVIEW _____ 20__

_____
REGIONAL ENGINEER

C.D.O.T. PROJECT NO.: B-4-154
SECTION NO.: 14-B4154-00-RS
STATE JOB NO.: C-88-016-17
FED. JOB NO.: V8JV (868)

## LOCATIONS

1. W. 51ST STREET - S. KEDZIE AVE. TO S. CALIFORNIA AVE.
2. E. 55TH STREET - S. PAYNE DR. TO HYDE PARK BLVD.
3. E./W. MARQUETTE ROAD/E. 67TH STREET - S. ASHLAND AVE. TO S. COTTAGE GROVE AVE.
4. W. ARCHER AVENUE - S. NOTTINGHAM AVE. TO S. NARRAGANSETT AVE.
5. S. ARCHER AVENUE - S. KOLIN AVE. TO W. 47TH ST.
6. S. AUSTIN AVENUE - W. 55TH ST. TO W. 59TH ST.
7. E. BEST DRIVE - E. 60TH ST. TO PAYNE DR.
8. S. DAMEN AVENUE - W. 33RD ST. TO W. PERSHING RD.
9. S. KEDZIE AVENUE - W. 63RD ST. TO W. MARQUETTE RD.
10. S. RACINE AVENUE - W. 47TH ST. TO W. 51ST ST.
11. S. WESTERN BOULEVARD - W. GARFIELD BLVD. TO W. 45TH ST.

THIS CERTIFIED THAT THESE DRAWING HAVE BEEN REVIEWED TO THE BEST OF MY KNOWLEDGE AND THATI BELIEVE THEY ARE IN ACCORDANCE WITH THEAMERICANS WITH DISABILITIES ACT (ADA), AND ALLCODES AND BUILDING ORDINANCES OF THE CITY OFCHICAGO, STATE OF ILLINOIS.

_____
LICENSED ARCHITECT/LANDSCAPE ARCHITECT/
LICENSED ENGINEER

ISSUED BY: DEPARTMENT OF PROCUREMENT SERVICES
JAMIE L. RHEE, CHIEF PROCUREMENT OFFICER

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL TELEPHONE D.I.G.G.E.R. AT 312-744-7000 FOR UNDERGROUND UTILITY LOCATIONS

## INDEX OF SHEETS


| SHEET NUMBER | SHEET TITLE |
|---|---|
| 1 | COVER |
| 2 | INDEX |
| 3 | NOTES |
| 4-6 | SUMMARY OF QUANTITIES |
| 7-8 | TYPICAL SECTIONS |
| 9-68 | PAVEMENT MARKING PLANS |
| 69-75 | LOOP DETECTOR PLANS |
| 76-94 | ADA RAMP QUANTITIES |
| 95-100 | SPECIAL DETAILS |
| 101 -105 | ADA RAMP DETAILS |
| 106-151 | STANDARD DETAILS |


## HIGHWAY STANDARDS

| IDOT STANDARD NO. | TITLE OR DESCRIPTION |
|---|---|
| 701501-06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701502-08 | URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| 701601-09 | URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN |
| 701602-09 | URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE |
| 701606-10 | URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN |
| 701701-10 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801-06 | SIDEWALK, CORNER, OR CROSSWALK CLOSURE |
| 701901-07 | TRAFFIC CONTROL DEVICES |
| 781001-04 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKINGS |
| 701427-05 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS > 40 MPH |
| 606001-07 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 606301-04 | PC CONCRETE ISLANDS AND MEDIANS |
| 630001-12 | STEEL PLATE BEAM GUARDRAIL |
| 725001-01 | OBJECT AND TERMINAL MARKERS |
| BLR 23-4 | TRAFFIC BARRIER TERMINAL TYPE 1 |

| IDOT DISTRICT 1 NO. | TITLE OR DESCRIPTION |
|---|---|
| BD400-05 BD32 | BUTT JOINT AND HMA TAPER DETAILS |
| TC-10 | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS |
| TC-11 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) |
| TC-14 | TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) |
| TC-22 | ARTERIAL ROAD INFORMATION SIGN |
| TC-24 | CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS |

PROJECT: ARTERIAL STREET RESURFACING PROJECT NO. 81 - SOUTH AREA
CDOT PROJECT NO.: B-4-154

### HOT-MIX ASPHALT - Mix Selection Table

3P RESURFACING PROJECTS

| HOT-MIX ASPHALT MIXTURE REQUIREMENTS | | QUALITY MANAGEMENT PROGRAM (QMP) |
|---|---|---|
| MIXTURE TYPE | AIR VOIDS @ Ndes | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 1-1/2" | 4% @ 70 Gyr. | QC/QA |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 1-1/2" | 4% @ 50 Gyr. | QC/QA |
| POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 (IL 9.5 mm), 1-3/4" | 4% @ 70 Gyr. | QC/QA |
| POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4" | 3.5% @ 50 Gyr. | QC/QA |
| LEVELING BINDER (HAND METHOD), N70, (IL 9.5 mm), Thickness Varies | 4% @ 70 Gyr. | QC/QA |
| LEVELING BINDER (HAND METHOD), N50, (IL 9.5 mm), Thickness Varies | 4% @ 50 Gyr. | QC/QA |
| CLASS "D" PATCHES (HMA BINDER IL-19 mm), 9" | 4% @ 70 Gyr. | QC/QA |
| QMP Options: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP); Pay for Performance (PFP) | | |

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR ALL NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

# GENERAL NOTES

1. REMOVAL LIMITS WILL BE DETERMINED BY THE COMMISSIONER BASED ON EXISTING CONDITIONS.

2. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM TO CONTINUOUSLY MONITOR THE WORKER SAFETY AND SOIL CONTAMINATION AT SEVERAL LOCATIONS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR MUST SUBMIT A PROPOSED CONSTRUCTION SCHEDULE IN A FORMAT APPROVED BY THE COMMISSIONER. NO WORK WILL BE PERMITTED TO PROCEED UNTIL THE PROPOSED SCHEDULE IS REVIEWED AND APPROVED BY THE COMMISSIONER.

4. IN AREAS WHERE MULTIPLE LOCATIONS ARE PROPOSED TO BE CONSTRUCTED, THE CONTRACTOR WILL BE REQUIRED TO STAGE WORK SO AS NOT TO ADVERSELY AFFECT THE FLOW OF PEDESTRIAN AND VEHICULAR TRAFFIC WITHIN THE GENERAL AREA. THE PROPOSED CONSTRUCTION SCHEDULE SHOULD REFLECT A PROGRESSION OF WORK THAT WILL MAINTAIN TRAFFIC TO THE SATISFACTION OF THE COMMISSIONER.

5. THE CITY RESERVE THE RIGHT TO ORDER, IN WRITING, CHANGES IN THE WORK OR THE CONTRACT TIME. THESE CHANGES MAY CONSIST OF ADDITIONS, DELETIONS OR OTHER REVISIONS, AT THE DISCRETION OF THE CITY.

6. WHEN UNFORESEEN CIRCUMSTANCES IMPACT THE CONTRACTORS APPROVED CONSTRUCTION SCHEDULE, IT MAY BE NECESSARY TO ADJUST OR REVISE THE SCHEDULE IN ORDER TO MAINTAIN PROGRESS AND PROVIDE FOR PEDESTRIAN AND VEHICULAR SAFETY. THE CONTRACTOR SHALL COOPERATE FULLY WITH THE CITY IN THIS REGARD.

7. LANE CLOSURES, WORK ZONE RESTRICTIONS, REVISED WORK DAY HOURS AND WEEKEND OR HOLIDAY WORK SCHEDULES ARE SUBJECT TO THE APPROVAL OF THE COMMISSIONER. THE CONTRACTOR MUST RECEIVE WRITTEN AUTHORIZATION, EITHER BY PERMIT OR NOTIFICATION BY THE COMMISSIONER, BEFORE PROCEEDING WITH WORK UNDER THESE CIRCUMSTANCES.

8. PERMITS FROM THE DEPARTMENT OF WATER MANAGEMENT ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY OR COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR ALL WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF WATER MANAGEMENT PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO THE START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR/SUBCONTRACTOR MUST SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT OF BUILDINGS (DOB) FOR THE ISSUE OF THE SEWER PERMIT TO CITY HALL, 121 N. LASALLE STREET - ROOM 804, CHICAGO, IL 60602. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF WATER MANAGEMENT.

9. IN CASE OF DAMAGE TO THE CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF WATER MANAGEMENT AT (312) 747-7892 OR (312) 747-7893.

10. PERFORATED LIDS SHALL BE PLACED ON ALL MANHOLES AND CATCH BASINS.

11. ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND GRATES .OR LIDS ON SEWER STRUCTURES SHALL BE REPLACED WITH NEW DEPARTMENT OF WATER MANAGEMENT STANDARD FRAMES AND GRATES OR LIDS.

12. THE CONTRACTOR MUST DELIVER ALL OLD SEWER RELATED FRAMES AND LIDS TO THE DEPARTMENT OF WATER MANAGEMENT, 3901 S. ASHLAND AVENUE, CHICAGO, IL 60609 BETWEEN 10:00 AM AND 2:00 PM AND ALL CITY ELECTRIC RELATED FRAMES AND LIDS TO BUREAU OF ELECTRICITY, 4101 S. CICERO AVENUE, CHICAGO,IL 60604.

13. CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT.

14. CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 3 INCHES AND A MAXIMUM HEIGHT OF 9 INCHES.

15. STOCKPILING OF EXCAVATED MATERIALS AND/OR CONSTRUCTION DEBRIS ON THE JOBSITE WILL NOT BE PERMITTED AND SHALL BE REMOVED FROM THE JOBSITE EACH AND EVERY DAY AND DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE CONSIDERED A TRAFFIC CONTROL DEFICIENCY AND WILL BE SUBJECT TO CHARGES IN ACCORDANCE WITH THE ITEM TRAFFIC CONTROL COMPLETE.

16. "FRESH OIL" SIGNS MUST BE POSTED AT ALL INGRESSES TO PRIMED SURFACES. FAILURE TO INSTALL AND MAINTAIN THESE SIGNS WILL BE CONSIDERED A TRAFFIC CONTROL DEFICIENCY AND THE CONTRACTOR SHALL BE SUBJECT TO CHARGES IN ACCORDANCE WITH THE ITEM TRAFFIC CONTROL COMPLETE.

17. THE CONTRACTOR SHALL PROVIDE ADDITIONAL TRAFFIC CONTROL DEVICES APPROVED BY THE COMMISSIONER AND TWO FLAG-PERSONS DURING HMA SURFACE REMOVAL, PLACING LEVELING BINDER AND SURFACE COURSES ON ROADWAYS OPEN TO TRAFFIC. THE USE OF TWO (2) CERTIFIED FLAGPERSONS SHALL BE MANDATORY AT ALL TIMES. ADDITIONAL TRA.FFIC CONTROL DEVICES AND FLAGPERSONS SHALL NOT BE PAID FOR SEPARATELY BUT CONSIDERED INCIDENTAL TO THE ITEM TRAFFIC CONTROL COMPLETE. FAILURE TO PROVIDE ADEQUATE TRAFFIC CONTROL OR FLAGPERSONS SHALL BE CONSIDERED A TRAFFIC CONTROL DEFICIENCY AND THE CONTRACTOR WILL BE SUBJECT TO CHARGES IN ACCORDANCE WITH THE ITEM TRAFFIC CONTROL COMPLETE.

18. "FLOW BOYS" SHALL BE USED AT ALL LOCATIONS WHERE VERTICAL CLEARANCE PRECLUDES THE USE OF NORMAL DUMP TRUCKS. THE USE OF "FLOW BOYS" WILL NOT BE PAID FOR SEPARATELY. ALL COSTS ASSOCIATED WITH USING "FLOW BOYS" SHALL BE INCLUDED IN THE BID UNIT PRICES OF THE HOT-MIX ASPHALT BINDER AND SURFACE COURSE ITEMS INVOLVED.

19. THE CONTRACTOR SHALL PROTECT ALL SECTIONS OF NEWLY COMPACTED HMA SURFACE COURSES FROM PEDESTRIAN AND VEHICULAR TRAFFIC UNTIL THEY COOL DOWN TO THE SATISFACTION OF THE COMMISSIONER. DAMAGES TO THE MAT SHALL BE FIXED IMMEDIATELY TO THE SATISFACTION OF THE COMMISSIONER.

20. IN THE EVENT THAT THE CONTRACTOR CANNOT FINISH THE MILLING AND/OR PAVING OPERATION DUE TO DELAYS CAUSED BY THE CITY OR PRIVATE UTILITY WORK OR ADJACENT CONSTRUCTION AND MOVES TO ANOTHER LOCATION, OR TERMINATES HIS OPERATION, THE CONTRACTOR MUST FINISH THE MILLING AND/OR PAVING OPERATION AS SOON AS SAID LOCATION IS CLEARED OF ALL CONFLICTING WORK AT NO ADDITIONAL COST TO THE CITY.

21. THE CONTRACTOR MUST NOTIFY THE DEPARTMENT OF STREETS AND SANITATION AT 312-746-4524 72 HOURS PRIOR TO THE NEED FOR TOWING RELOCATION OF VEHICLES. THE CITY OF CHICAGO WILL BE RESPONSIBLE FOR REMOVING PARKED VEHICLES LOCATED IN THE SCHEDULED WORK AREA. SIGNS PREVENTING PARKING WILL BE POSTED BY THE COMMISSIONER OR HIS STAFF 72 HOURS BEFORE THE WORK IS SCHEDULED. PRIOR TO POSTING SIGNS THE COMMISSIONER SHALL NOTIFY THE ALDERMAN'S OFFICE OF THE RESURFACING SCHEDULE. THE POLICE ARE TO BE PRESENT TO ISSUE TICKETS AND SUPERVISE TOWING PRIOR TO THE RELOCATION OF VEHICLES.

22. IN THE EVENT THAT THE WORK TO BE PERFORMED ON A STREET SEGMENT WHERE PARKING HAS BEEN PROHIBITED WILL BE POSTPONED FOR 5 WORKING DAYS OR MORE, THE CONTRACTOR MUST NOTIFY THE COMMISSIONER TO REMOVE THE "NO PARKING" SIGNS AND ADVISE THE COMMISSIONER WHEN THE WORK WILL RESUME FOR THE COMMISSIONER OR HIS STAFF TO RE-POST THE "NO PARKING" SIGNS 48 HOURS PRIOR TO RESUMPTION OF WORK.

23. THE CONTRACTOR SHALL FURNISH THE NAME(S) OF THE QC MANAGER LEVEL II TECHNICIAN ASSIGNED TO THE PROJECT AT THE TIME OF THE PRE-CONSTRUCTION MEETING.

24. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 AND C.U.A.N. (CHICAGO UTILITY ALERT NETWORK) AT 312-744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE, AND GAS FACILITIES. (72 HOUR NOTIFICATION IS REQUIRED).

25. 10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIAN IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED IN THIS CONTRACT.

26. THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.

27. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM I.D.O.T. OR THE CITY OF CHICAGO.

28. BUTT JOINTS SHALL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS THE EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT DETAILS AT INTERSECTIONS".

29. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR CATCH BASINS AND MANHOLES TO BE ADJUSTED IN THIS CONTRACT.

30. ANY EXISTING STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY.

31. THREE QUARTER INCH *(3/4")* THICK EXPANSION JOINT SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS ADJACENT BUILDINGS, CURBS, LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS AND MANHOLES WHICH EXTEND THROUGH THE SIDEWALK. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF PCC SIDEWALK.

32. CONTRACTOR IS TO RESTORE ALL UNPAVED AREAS DAMAGED DURING CONSTRUCTION OPERATIONS TO THEIR ORIGINAL CONDITION INCLUDING THE FINE GRADING AND SODDING BEYOND THE AREA OF THE PROPOSED SEEDING AND SODDING, AS SHOWN ON THE STANDARD DETAILS, AT NO ADDITIONAL COST TO THE CITY.

33. THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION.

34. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING OF CONSTRUCTION.

35. ALL SAW CUTTING SHALL BE INCLUDED IN THE UNIT COST OF REMOVAL ITEMS IN THIS CONTRACT AND SHALL BE PERFORMED PRIOR TO THE START OF REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAW CUTTING WILL NOT BE MEASURED FOR PAYMENT.

36. PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION TO THE CONTRACTOR WILL BE ALLOWED.

37. BUS PAD STANDARD DIMENSION SHALL BE 10' X 80' AND SHALL BE INSTALLED AFTER THE PLACEMENT OF THE FINAL SURFACE COURSE. THE FINAL LOCATION OF ALL BUS STOP PADS MUST BE VERIFIED IN THE FIELD AND APPROVED BY THE COMMISSIONER PRIOR TO CONSTRUCTION.

38. ALL ELEVATIONS SHOWN ON THE PLANS REFER TO CHICAGO CITY DATUM, WHICH IS 579.88 FEET ABOVE MEAN SEA LEVEL, NEW YORK 1935 ADJUSTMENT.

39. ALL DIMENSIONS SHOWN ON THE PLANS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

40. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DEPARTMENT OF TRANSPORTATION OF ANY DAMAGE TO CITY OWNED AND MAINTAINED TRAFFIC SIGNS, SIGNALS, GUARDRAILS, FENCES, ETC.

41. ANY PAVEMENT REMOVAL AND REPLACEMENT OPERATION TO BE PERFORMED DIRECTLY ABOVE A COMED LINE SHALL BE CLOSELY COORDINATED WITH THAT UTILITY. CDOT AND COMED REPRESENTATIVES SHALL BE PRESENT DURING THE PERFORMANCE OF THIS WORK.

42. USE EXTREME CAUTION AND HAND DIG WHEN NECESSARY IN CLOSE PROXIMITY TO PEOPLES ENERGY FACILITIES.

43. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF THE ROAD DURING CONSTRUCTION UNTIL THE CITY ACCEPTS MAINTENANCE OF THE IMPROVED STREET.

44. THE COST OF REMOVING BRICKS WITHIN THE SIDEWALK REMOVAL LIMITS SHALL BE CONSIDERED INCLUDED IN THE COST OF SIDEWALK REMOVAL. REMOVAL OF EXISTING BENCHES, BICYCLE RACKS, AND TRASH RECEPTACLES WILL BE CONSIDERED INCLUDED IN THE COST OF SIDEWALK REMOVAL.

45. THE CONTRACTOR SHALL NOTIFY THE POST OFFICE OF ANY MAILBOX TO BE REMOVED OR RELOCATED. THE COST OF ANY COORDINATION WITH THE POST OFFICE SHALL BE CONSIDERED INCLUDED IN THE COST OF SIDEWALK REMOVAL.

46. THE CONTRACTOR SHALL CHECK THE ELEVATION AT THE PROPERTY LINE BEFORE SETTING THE TOP OF CURB ELEVATION AND, IF NECESSARY, SHALL ALTER THE CURB EXPOSED AND/OR GUTTER ELEVATION TO MEET THE ADJACENT PROPERTY LINE ELEVATION TO THE SATISFACTION OF THE COMMISSIONER.

47. ALL WORK MUST CONFORM TO THE MOST CURRENT CHICAGO DEPARTMENT OF TRANSPORTATION RULES AND REGULATIONS FOR WORK IN THE PUBLIC WAY IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, AVAILABLE ON THE CITY OF CHICAGO WEBSITE.

48. THE ENTIRE AREA WHICH IS TO RECEIVE 'BITUMINOUS MATERIALS (TACK COAT) SHALL BE SWEPT CLEAN BEFORE THE MATERIAL APPLICATION. SWEEPINGS SHALL NOT BE DEPOSITED IN THE GUTTER OR ON THE CURB, PARKWAY, OR SIDEWALK, BUT SHALL BE PICKED UP AND DISPOSED OF PROPERLY.

49. THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

50. ALL WORK ON IDOT ROADWAYS SHALL OCCUR DURING THE ALLOWABLE WORKING HOURS AS SPECIFIED IN THE SPECIAL PROVISION "KEEPING ARTERIALS OPEN TO TRAFFIC."

51. THE LIMITS OF RESURFACING ON SIDE STREETS THROUGHOUT THE IMPROVEMENT SHALL BE AT THE END OF THE RADIUS RETURN UNLESS OTHERWISE NOTED OR AS DIRECTED BY THE RESIDENT ENGINEER.

## SUMMARY OF QUANTITIES PER LOCATION
## ARTERIAL STREET RESURFACING PROJECT 81 - SOUTH AREA
## CDOT PROJECT NO. B-4-154

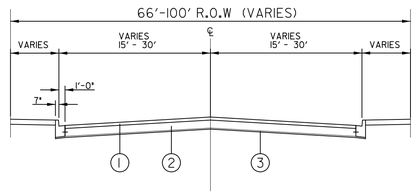
| Item No. | Code Number | Description | Unit | TOTAL | W. 51st St (S. Kedzie Ave. - S. California Ave.) | E. 55th St. (S. Payne Dr. - S. Hyde Park Blvd.) | W./E. 67th St. (S. Ashland Ave. - S. Cottage Grove Ave.) | S. Archer Ave. (S. Nottingham Ave. - S. Narragansett Ave.) | S. Archer Ave. (S. Kolin Ave. - W. 47th St.) | S. Austin Ave. (W. 55th St. - W. 59th St.) | E. Best Dr. (S. Dr. Martin Luther King Jr. Dr. - S. Payne Dr.) | S. Damen Ave. (W. 33rd St. - W. Pershing Rd.) | S. Kedzie Ave. (W. 63rd St. - W. Marquette Rd., 6700 S) | S. Racine Ave. (W. 47th St. - W. 51st St.) | S. Western Blvd. (W. 45th St. - W. Garfield Blvd.) | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 0.50 mile | 1.20 miles | 3.00 miles | 0.90 mile | 1.10 miles | 0.50 mile | 0.50 mile | 0.75 mile | 0.50 mile | 0.50 mile | 1.25 miles | |
| 1 | 20200100 | EARTH EXCAVATION | CU YD | 108 | 6 | 13 | 34 | 11 | 10 | 3 | 1 | 3 | 14 | 4 | 9 | |
| 2 | 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 2,062 | 5 | 77 | 1,038 | 213 | 93 | 112 | 20 | 64 | 17 | 63 | 360 | |
| 3 | 25200110 | SODDING, SALT TOLERANT | SQ YD | 2,062 | 5 | 77 | 1,038 | 213 | 93 | 112 | 20 | 64 | 17 | 63 | 360 | |
| 4 | CDOT3110010 | SAND CUSHION, VARIABLE DEPTH | CU YD | 10 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 5 | 31101100 | SUB-BASE GRANULAR MATERIAL, TYPE B | CU YD | 1,398 | - | 480 | 742 | - | - | - | 95 | 81 | - | - | - | |
| 6 | 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 231,621 | 9,530 | 30,351 | 54,180 | 24,846 | 30,179 | 8,993 | 8,565 | 15,861 | 9,643 | 17,452 | 22,021 | |
| 7 | 40600525 | LEVELING BINDER (HAND METHOD), N50 | TON | 10 | - | - | - | - | - | 5 | 5 | - | - | - | - | |
| 8 | 40600535 | LEVELING BINDER (HAND METHOD), N70 | TON | 118 | 5 | 17 | 30 | 14 | 17 | - | - | 9 | 5 | 10 | 12 | |
| 9 | 40600827 | POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 | TON | 14,155 | 582 | 1,855 | 3,311 | 1,518 | 1,844 | 550 | 523 | 969 | 589 | 1,067 | 1,346 | |
| 10 | 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 5,324 | 268 | 493 | 1,766 | 545 | 580 | 208 | 136 | 369 | 327 | 229 | 405 | |
| 11 | 40603335 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 | TON | 2,186 | - | - | - | - | - | 1,120 | 1,066 | - | - | - | - | |
| 12 | 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 23,547 | 1,186 | 3,777 | 6,742 | - | 3,756 | - | - | 1,974 | 1,200 | 2,172 | 2,740 | |
| 13 | 40603565 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 | TON | 3,608 | - | - | - | 3,608 | - | - | - | - | - | - | - | |
| 14 | CDOT4240010 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 53,148 | 4,312 | 13,540 | 14,014 | 5,536 | 6,054 | 1,220 | 60 | 1,662 | 1,802 | 2,622 | 2,326 | |
| 15 | CDOT4240030 | PORTLAND CEMENT CONCRETE ADA RAMP 5 INCH | SQ FT | 43,117 | 2,778 | 4,173 | 16,155 | 6,090 | 5,231 | 1,754 | 84 | 517 | 726 | 2,663 | 2,947 | |
| 16 | CDOT4240040 | PORTLAND CEMENT CONCRETE ADA RAMP 8 INCH | SQ FT | 11,763 | 103 | 1,721 | 3,743 | 1,056 | 1,248 | 273 | - | 1,386 | 556 | - | 1,679 | |
| 17 | CDOT4240055 | LINEAR DETECTABLE WARNING TILES (CAST IRON) | SQ FT | 5,904 | 324 | 756 | 2,292 | 612 | 624 | 288 | 24 | 120 | 132 | 276 | 456 | |
| 18 | CDOT4240065 | RADIAL DETECTABLE WARNING TILES (CAST IRON) | SQ FT | 2,458 | - | 244 | 676 | 645 | 262 | - | - | 233 | 40 | 136 | 223 | |
| 19 | CDOT4240070 | PROPERTY LINE CURB | FOOT | 3,553 | 170 | 484 | 1,141 | 469 | 471 | 120 | 20 | 120 | 67 | 150 | 341 | |
| 20 | ***** | PATTERNED CONCRETE SIDEWALK, 5" | SQ FT | 4,840 | - | 2,597 | - | - | - | - | 2,243 | - | - | - | - | |
| 21 | ***** | DRIVEWAY AND ALLEY PAVEMENT, REMOVE AND REPLACE, 8 INCH (HIGH EARLY STRENGTH) | SQ YD | 428 | 20 | 48 | 120 | 36 | 44 | 20 | 20 | 30 | 20 | 20 | 50 | |
| 22 | ***** | PAVEMENT REMOVAL AND REPLACEMENT, 10 INCH (HIGH EARLY STRENGTH) | SQ YD | 3,916 | 267 | 979 | 267 | 445 | 623 | - | - | 623 | 534 | 178 | - | |
| 23 | ***** | MAINTENANCE OF ACCESS TO ABUTTING PROPERTY | TON | 18 | 1 | 2 | 3 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | |
| 24 | CDOT4400010 | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | SQ YD | 343,142 | 14,118 | 44,964 | 80,267 | 36,809 | 44,710 | 13,323 | 12,689 | 23,497 | 14,286 | 25,855 | 32,623 | |
| 25 | 44000100 | PAVEMENT REMOVAL | SQ YD | 3,186 | - | 2,615 | 307 | - | - | - | 264 | - | - | - | - | |
| 26 | 44000300 | CURB REMOVAL | FOOT | 1,100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | |
| 27 | 44003100 | MEDIAN REMOVAL | SQ FT | 2,236 | - | 1,649 | 362 | - | - | - | - | 225 | - | - | - | |
| 28 | 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 14,714 | 722 | 2,530 | 4,745 | 1,657 | 1,564 | 434 | 42 | 465 | 395 | 608 | 1,552 | |
| 29 | 44000600 | SIDEWALK REMOVAL | SQ FT | 97,845 | 7,167 | 11,902 | 31,978 | 12,680 | 12,505 | 3,247 | 144 | 3,561 | 2,434 | 5,279 | 6,950 | |
| 30 | 44201337 | CLASS C PATCHES, TYPE I, 9 INCH | SQ YD | 150 | 7 | 17 | 42 | 13 | 15 | 7 | 7 | 11 | 7 | 7 | 18 | |
| 31 | 44201341 | CLASS C PATCHES, TYPE II, 9 INCH | SQ YD | 201 | 9 | 23 | 56 | 17 | 21 | 9 | 9 | 14 | 9 | 9 | 23 | |
| 32 | 44201345 | CLASS C PATCHES, TYPE III, 9 INCH | SQ YD | 268 | 13 | 30 | 75 | 23 | 28 | 13 | 13 | 19 | 13 | 13 | 31 | |
| 33 | 44201347 | CLASS C PATCHES, TYPE IV, 9 INCH | SQ YD | 428 | 20 | 48 | 120 | 36 | 44 | 20 | 20 | 30 | 20 | 20 | 50 | |
| 34 | 44201749 | CLASS D PATCHES, TYPE I, 9 INCH | SQ YD | 1,251 | 58 | 140 | 351 | 105 | 129 | 58 | 58 | 88 | 58 | 58 | 146 | |
| 35 | 44201753 | CLASS D PATCHES, TYPE II, 9 INCH | SQ YD | 1,592 | 74 | 179 | 446 | 134 | 164 | 74 | 74 | 112 | 74 | 74 | 186 | |
| 36 | 44201757 | CLASS D PATCHES, TYPE III, 9 INCH | SQ YD | 1,637 | 77 | 184 | 459 | 138 | 168 | 77 | 77 | 115 | 77 | 77 | 191 | |
| 37 | 44201759 | CLASS D PATCHES, TYPE IV, 9 INCH | SQ YD | 1,395 | 65 | 156 | 391 | 117 | 143 | 65 | 65 | 98 | 65 | 65 | 163 | |
| 38 | Z0018900 | DRILL AND GROUT DOWEL BARS | EACH | 1,644 | 92 | 290 | 558 | 176 | 164 | 48 | 10 | 48 | 54 | 68 | 136 | |

## SUMMARY OF QUANTITIES PER LOCATION
## ARTERIAL STREET RESURFACING PROJECT 81 - SOUTH AREA
## CDOT PROJECT NO. B-4-154

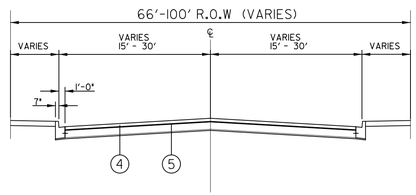
| Item No. | Code Number | Description | Unit | TOTAL | W. 51st St. (S. Kedzie Ave. - S. California Ave.) 0.50 mile | E. 55th St. (S. Payne Dr. - S. Hyde Park Blvd.) 1.20 miles | W./E. 67th St. (S. Ashland Ave. - S. Cottage Grove Ave.) 3.00 miles | S. Archer Ave. (S. Nottingham Ave. - S. Narragansett Ave.) 0.90 mile | S. Archer Ave. (S. Kolin Ave. - W. 47th St.) 1.10 miles | S. Austin Ave. (W. 55th St. - W. 59th St.) 0.50 mile | E. Best Dr. (S. Dr. Martin Luther King Jr. Dr. - S. Payne Dr.) 0.50 mile | S. Damen Ave. (W. 33rd St. - W. Pershing Rd.) 0.75 mile | S. Kedzie Ave. (W. 63rd St. - W. Marquette Rd., 6700 S) 0.50 mile | S. Racine Ave. (W. 47th St. - W. 51st St.) 0.50 mile | S. Western Blvd. (W. 45th St. - W. Garfield Blvd.) 1.25 miles | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 | ***** | DRILL AND GROUT TIE BARS | EACH | 8,508 | 289 | 3,508 | 1,933 | 663 | 626 | 174 | 108 | 186 | 158 | 243 | 621 | |
| 40 | 60252800 | CATCH BASINS TO BE RECONSTRUCTED | EACH | 3 | - | 1 | 2 | - | - | - | - | - | - | - | - | |
| 41 | CDOT6020010 | CATCH BASINS, TYPE A, 4 FT DIAMETER, TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO) | EACH | 3 | - | 1 | 2 | - | - | - | - | - | - | - | - | |
| 42 | ***** | STORM SEWER, TYPE 2, 8 INCH, DUCTILE IRON PIPE (DIP), CLASS 52 | FOOT | 33 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| 43 | 60500205 | FILLING CATCH BASINS | EACH | 3 | - | 1 | 2 | - | - | - | - | - | - | - | - | |
| 44 | ***** | CATCH BASINS TO BE ADJUSTED | EACH | 70 | 4 | 7 | 17 | 6 | 7 | 4 | 4 | 5 | 4 | 4 | 8 | |
| 45 | ***** | MANHOLES TO BE ADJUSTED | EACH | 45 | 3 | 5 | 10 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 4 | |
| 46 | ***** | MANHOLES TO BE ADJUSTED (SPECIAL) | EACH | 9 | - | 1 | 5 | - | 1 | - | - | 1 | - | - | 1 | |
| 47 | ***** | INLETS TO BE ADJUSTED | EACH | 15 | - | 2 | 6 | 2 | 2 | - | - | 1 | - | - | 2 | |
| 48 | ***** | VALVE VAULTS TO BE ADJUSTED | EACH | 6 | - | 1 | 2 | 1 | 1 | - | - | - | - | - | 1 | |
| 49 | ***** | WATER METER VAULTS TO BE ADJUSTED | EACH | 5 | - | 1 | 2 | - | 1 | - | - | - | - | - | 1 | |
| 50 | ***** | HANDHOLES TO BE ADJUSTED | EACH | 14 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | |
| 51 | ***** | DOMESTIC WATER SHUT-OFF BOXES AND VALVE BOXES TO BE ADJUSTED | EACH | 12 | 1 | 1 | 3 | 1 | 1 | 1 | - | 1 | 1 | 1 | 1 | |
| 52 | ***** | ADJUSTING RING, METAL | EACH | 288 | 14 | 32 | 79 | 25 | 30 | 14 | 14 | 19 | 14 | 14 | 33 | |
| 53 | ***** | ADDITIONAL MASONRY | VERT FT | 11 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 54 | ***** | FRAMES | EACH | 20 | 1 | 2 | 5 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | |
| 55 | ***** | LIDS | EACH | 17 | 1 | 2 | 4 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | |
| 56 | ***** | LIDS, ADA COMPLIANT | EACH | 12 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 57 | ***** | FRAMES, SPECIAL | EACH | 12 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 58 | ***** | LIDS, SPECIAL | EACH | 5 | - | 1 | 2 | - | 1 | - | - | - | - | - | 1 | |
| 59 | CDOT6060020 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12 | FOOT | 17,260 | 722 | 4,759 | 4,833 | 1,657 | 1,564 | 434 | 271 | 465 | 395 | 608 | 1,552 | |
| 60 | 60601105 | CONCRETE CURB, TYPE M | FOOT | 719 | - | 719 | - | - | - | - | - | - | - | - | - | |
| 61 | 60600605 | CONCRETE CURB, TYPE B | FOOT | 1,100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | |
| 62 | 60618300 | CONCRETE MEDIAN SURFACE, 4" | SQ FT | 6,418 | - | 4,990 | 1,203 | - | - | - | - | 225 | - | - | - | |
| 63 | 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 63 | - | - | 63 | - | - | - | - | - | - | - | - | |
| 64 | 63200310 | GUARDRAIL REMOVAL | FOOT | 50 | - | - | 40 | - | - | - | 5 | 5 | - | - | - | |
| 65 | 63301210 | REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A | FOOT | 22 | - | - | 22 | - | - | - | - | - | - | - | - | |
| 66 | 72501000 | TERMINAL MARKER - DIRECT APPLIED | EACH | 12 | - | - | 8 | - | - | - | 2 | 2 | - | - | - | |
| 67 | ***** | BOLLARD REMOVAL | EACH | 4 | - | - | 3 | - | - | - | - | - | 1 | - | - | |
| 68 | ***** | SINGLE END SECTION | EACH | 12 | - | - | 8 | - | - | - | 2 | 2 | - | - | - | |
| 69 | 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 96 | 6 | 14 | 33 | 18 | - | 3 | 1 | 3 | 2 | 4 | 12 | |
| 70 | 66900450 | SPECIAL WASTE PLANS AND REPORTS | LSUM | 1 | - | - | - | - | - | - | - | - | - | - | - | |
| 71 | 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 19 | 1 | 2 | 6 | 3 | - | 1 | 1 | 1 | 1 | 1 | 2 | |
| 72 | ***** | SHORT-TERM PAVEMENT MARKING - LINE 4" | FOOT | 45,075 | 2,106 | 5,055 | 12,638 | 3,791 | 4,634 | 2,106 | 2,106 | 3,159 | 2,106 | 2,106 | 5,266 | |
| 73 | ***** | SHORT-TERM PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 1,586 | 74 | 178 | 445 | 133 | 163 | 74 | 74 | 111 | 74 | 74 | 185 | |
| 74 | CDOT6700010 | ENGINEER'S FIELD OFFICE | CAL MO | 12 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 75 | 67100100 | MOBILIZATION | LSUM | 1 | - | - | - | - | - | - | - | - | - | - | - | |
| 76 | 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 2,254 | 105 | 253 | 632 | 190 | 232 | 105 | 105 | 158 | 105 | 105 | 263 | |

## SUMMARY OF QUANTITIES PER LOCATION
## ARTERIAL STREET RESURFACING PROJECT 81 - SOUTH AREA
## CDOT PROJECT NO. B-4-154

| Item No. | Code Number | Description | Unit | TOTAL | W. 51st St (S. Kedzie Ave. - S. California Ave.) | E. 55th St. (S. Payne Dr. - S. Hyde Park Blvd.) | W./E. 67th St. (S. Ashland Ave. - S. Cottage Grove Ave.) | S. Archer Ave. (S. Nottingham Ave. - S. Narragansett Ave.) | S. Archer Ave. (S. Kolin Ave. - W. 47th St.) | S. Austin Ave. (W. 55th St. - W. 59th St.) | E. Best Dr. (S. Dr. Martin Luther King Jr. Dr. - S. Payne Dr.) | S. Damen Ave. (W. 33rd St. - W. Pershing Rd.) | S. Kedzie Ave. (W. 63rd St. - W. Marquette Rd., 6700 S) | S. Racine Ave. (W. 47th St. - W. 51st St.) | S. Western Blvd. (W. 45th St. - W. Garfield Blvd.) | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 0.50 mile | 1.20 miles | 3.00 miles | 0.90 mile | 1.10 miles | 0.50 mile | 0.50 mile | 0.75 mile | 0.50 mile | 0.50 mile | 1.25 miles | |
| 77 | 70300210 | TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS | SQ FT | 739 | 35 | 83 | 207 | 62 | 76 | 35 | 35 | 52 | 35 | 35 | 86 | |
| 78 | 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 28,339 | 1,324 | 3,178 | 7,946 | 2,384 | 2,913 | 1,324 | 1,324 | 1,986 | 1,324 | 1,324 | 3,311 | |
| 79 | 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 5,079 | 237 | 570 | 1,424 | 427 | 522 | 237 | 237 | 356 | 237 | 237 | 593 | |
| 80 | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 723 | 34 | 81 | 203 | 61 | 74 | 34 | 34 | 51 | 34 | 34 | 84 | |
| 81 | 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 7,854 | 367 | 881 | 2,202 | 661 | 807 | 367 | 367 | 551 | 367 | 367 | 918 | |
| 82 | 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 5,671 | 73 | 1913 | 2177 | 154 | 396 | 36 | 107 | 163 | 73 | 333 | 246 | |
| 83 | 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 141,674 | 1234 | 38998 | 44147 | 17010 | 11775 | 929 | 592 | 1792 | 1351 | 8935 | 14911 | |
| 84 | 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 25,368 | 261 | 3809 | 14108 | 525 | 671 | 92 | 31 | 313 | 189 | 4701 | 668 | |
| 85 | 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 3,607 | - | 1343 | 868 | 1240 | 45 | - | - | - | - | - | 111 | |
| 86 | 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 39,253 | 1757 | 4853 | 11839 | 5159 | 4519 | 1440 | 535 | 2786 | 2199 | 1542 | 2624 | |
| 87 | 78008200 | POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS | SQ FT | 250 | - | - | 250 | - | - | - | - | - | - | - | - | |
| 88 | 78008210 | POLYUREA PAVEMENT MARKING TYPE I - LINE 4" | FOOT | 3,083 | - | - | 2081 | - | 1002 | - | - | - | - | - | - | |
| 89 | 78008230 | POLYUREA PAVEMENT MARKING TYPE I - LINE 6" | FOOT | 484 | - | - | 484 | - | - | - | - | - | - | - | - | |
| 90 | 78008250 | POLYUREA PAVEMENT MARKING TYPE I - LINE 12" | FOOT | 23 | - | - | - | - | 23 | - | - | - | - | - | - | |
| 91 | 78008270 | POLYUREA PAVEMENT MARKING TYPE I - LINE 24" | FOOT | 723 | - | - | 80 | - | 643 | - | - | - | - | - | - | |
| 92 | X0327979 | PAVEMENT MARKING REMOVAL - GRINDING | SQ FT | 2,217 | - | - | 867 | - | 1,350 | - | - | - | - | - | - | |
| 93 | ***** | CURB AND MEDIAN PAINTING | FOOT | 3,995 | 135 | 1,220 | 945 | 225 | 345 | 165 | - | 270 | 165 | 180 | 345 | |
| 94 | 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 380 | - | 291.75 | 82.25 | - | - | - | 6.25 | - | - | - | - | |
| 95 | X2600009 | SIGN PANEL - TYPE 1 - RETROREFLECTIVE - TYPE A - DOUBLE-SIDED | SQ FT | 86 | - | 70.5 | 4.5 | - | - | - | - | - | - | 11.25 | - | |
| 96 | ***** | SIGN SUPPORT POST, DIG METHOD | EACH | 2 | - | 1 | 1 | - | - | - | - | - | - | - | - | |
| 97 | ***** | SIGN SUPPORT POST, DRILL METHOD | EACH | 64 | - | 48 | 10 | - | - | - | 1 | - | - | 5 | - | |
| 98 | X2600007 | REMOVE AND SALVAGE SIGN PANEL | EACH | 31 | - | 27 | 3 | - | - | - | - | - | - | 1 | - | |
| 99 | ***** | REMOVE AND SALVAGE SIGN PANEL AND POLE ASSEMBLY | EACH | 29 | - | 24 | 3 | - | - | - | 1 | - | - | 1 | - | |
| 100 | X2600011 | REMOVE AND RELOCATE SIGN PANEL | EACH | 55 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | |
| 101 | X2600012 | REMOVE AND RELOCATE SIGN PANEL AND POLE ASSEMBLY | EACH | 29 | - | 24 | 3 | - | - | - | 1 | - | - | 1 | - | |
| 102 | ***** | REMOVE AND RELOCATE POLE ASSEMBLY | EACH | 22 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| 103 | X0320586 | FLEXIBLE DELINEATORS | EACH | 146 | - | 140 | 6 | - | - | - | - | - | - | - | - | |
| 104 | 88600600 | DETECTOR LOOP REPLACEMENT | FOOT | 3,029 | 468 | - | - | - | 1,519 | - | - | 1,042 | - | - | - | |
| 105 | ***** | TRAFFIC CONTROL COMPLETE | LSUM | 1 | - | - | - | - | - | - | - | - | - | - | - | |
| 106 | X6061902 | CONCRETE MEDIAN, TYPE SM (SPECIAL) | SQ FT | 1,931 | - | 1,931 | - | - | - | - | - | - | - | - | - | |
| 107 | Z0033700 | LONGITUDINAL JOINT SEALANT | FOOT | 211,557 | 7,683 | 41,666 | 46,850 | 23,870 | 28,482 | 7,251 | 7,007 | 10,598 | 7,193 | 8,832 | 22,128 | |
| 108 | X0327611 | REMOVE AND REINSTALL BRICK PAVER | SQ FT | 110 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |
| 109 | X2600013 | IN-STREET SIGNAGE | EACH | 22 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| 110 | X4060995 | TEMPORARY RAMP, SPECIAL | SQ YD | 1,852 | 87 | 208 | 519 | 156 | 191 | 87 | 87 | 130 | 87 | 87 | 216 | |
| 111 | Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | LSUM | 1 | - | - | - | - | - | - | - | - | - | - | - | |
| 112 | ***** | RAILROAD PROTECTIVE LIABILITY INSURANCE (5 AND 10) | LSUM | 1 | - | - | - | - | - | - | - | - | - | - | - | |
| 113 | Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 572 | 27 | 64 | 160 | 48 | 59 | 27 | 27 | 40 | 27 | 27 | 67 | |




EXISTING



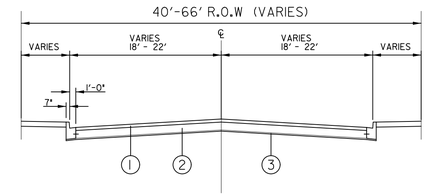

PROPOSED

LEGEND

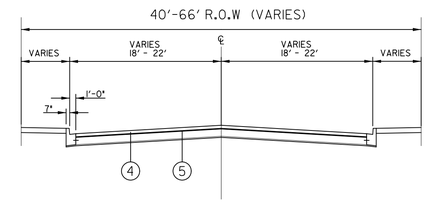
1. HOT-MIX ASHPALT SURFACE REMOVAL, VARIABLE DEPTH
2. EXISTING BASE COURSE (THICKNESS AND MATERIAL VARY)
3. EXISTING SUBBASE GRANULAR MATERIAL
4. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1½"
5. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"

| STREET NAME | FROM | TO |
|---|---|---|
| 51ST STREET | KEDZIE AVENUE | CALIFORNIA AVENUE |
| 55TH STREET | PAYNE DRIVE | HYDE PARK BOULEVARD |
| 67TH STREET | ASHLAND AVENUE | COTTAGE GROVE AVENUE |
| ARCHER AVENUE | KOLIN AVENUE | 47TH STREET |
| DAMEN AVENUE | 33RD STREET | PERSHING ROAD |
| KEDZIE AVENUE | 63RD STERET | MARQUETTE ROAD |
| RACINE AVENUE' | 47TH STREET | 51ST STREET |
| WESTERN BOULEVARD | 45TH STREET | GARFIELD BOULEVARD |

NOTES:
1. ALTHOUGH THE ADT IS LESS THAN 10,000, THE USE OF HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 IS WARRANTED BECAUSE A CHICAGO TRANSIT AUTHORITY BUS ROUTE OPERATES ON THIS CORRIDOR.




EXISTING




PROPOSED

LEGEND

1. HOT-MIX ASHPALT SURFACE REMOVAL, VARIABLE DEPTH
2. EXISTING BASE COURSE (THICKNESS AND MATERIAL VARY)
3. EXISTING SUBBASE GRANULAR MATERIAL
4. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
5. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"

| STREET NAME | FROM | TO |
|---|---|---|
| AUSTIN AVENUE | 55TH STREET | 59TH STREET |
| BEST DRIVEDR. | MARTIN LUTHER KING JR. DRIVE | PAYNE DRIVE |

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

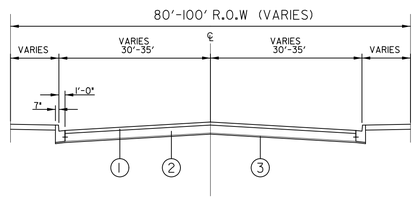
2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

TYPICAL SECTIONS

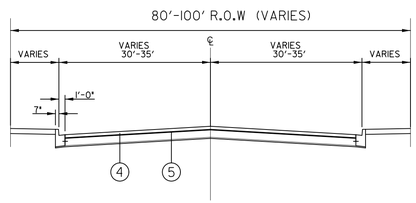
SCALE: N.T.S.

SHEET NO. 7

DATE: 01/12/18




## EXISTING




## PROPOSED

LEGEND

1. HOT-MIX ASHPALT SURFACE REMOVAL, VARIABLE DEPTH
2. EXISTING BASE COURSE (THICKNESS AND MATERIAL VARY)
3. EXISTING SUBBASE GRANULAR MATERIAL
4. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 1¾"
5. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"

| STREET NAME | FROM | TO |
|---|---|---|
| ARCHER AVENUE | NOTTINGHAM AVENUE | NARRAGANSETT AVENUE |

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

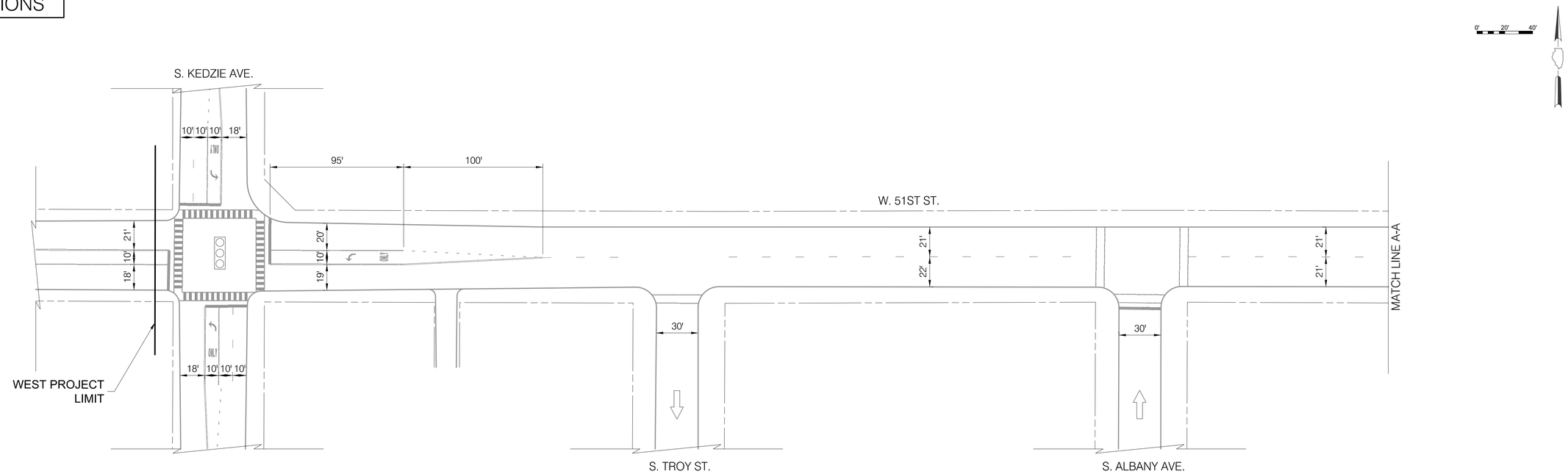
TYPICAL SECTIONS

SCALE: N.T.S.

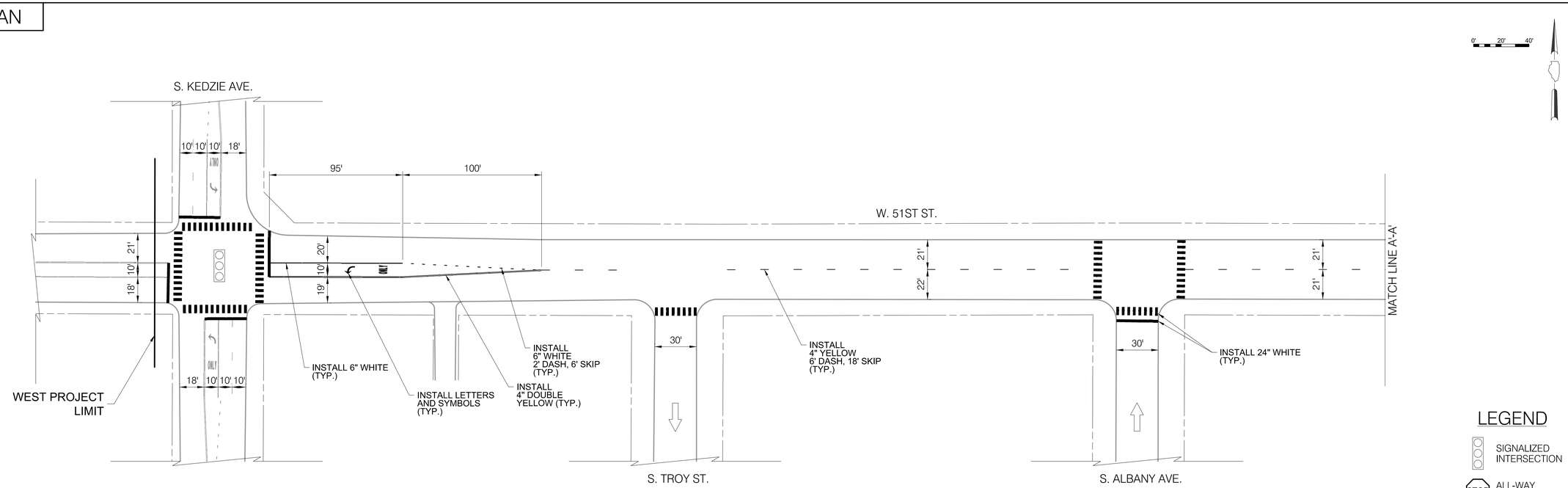
SHEET NO. 8

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | BY | DATE | DESCRIPTION |
|---|---|---|---|
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

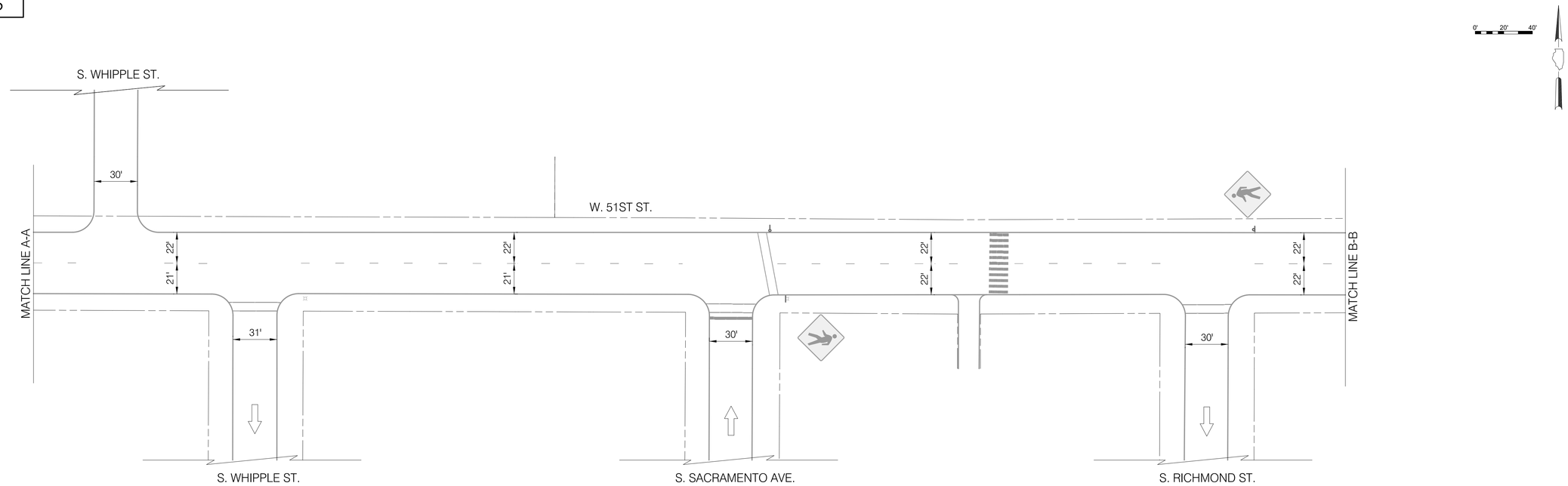
W. 51ST STREET
S. KEDZIE AVE. TO
S. CALIFORNIA AVE.

SCALE: 1" = 40'

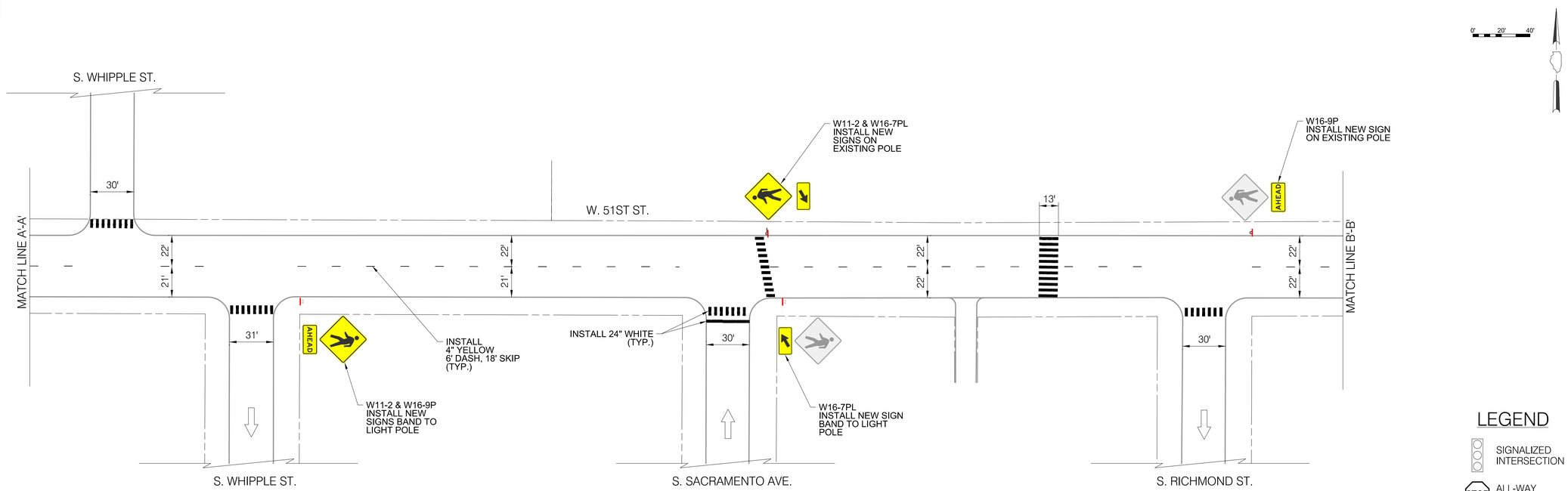
SHEET NO.
9

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

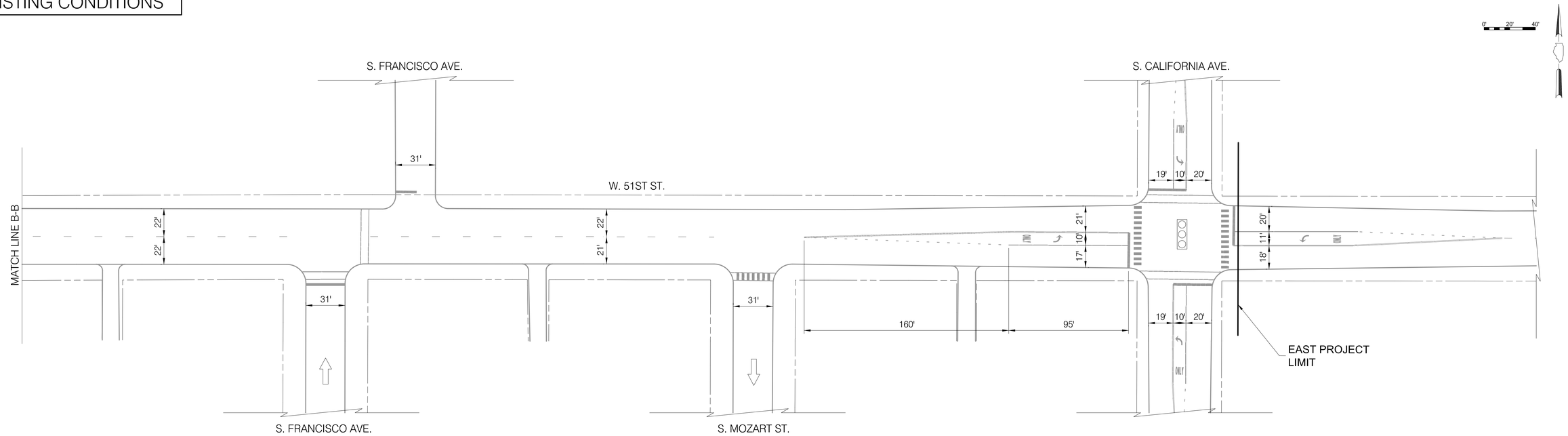
W. 51ST STREET
S. KEDZIE AVE. TO
S. CALIFORNIA AVE.

SCALE: 1" = 40'

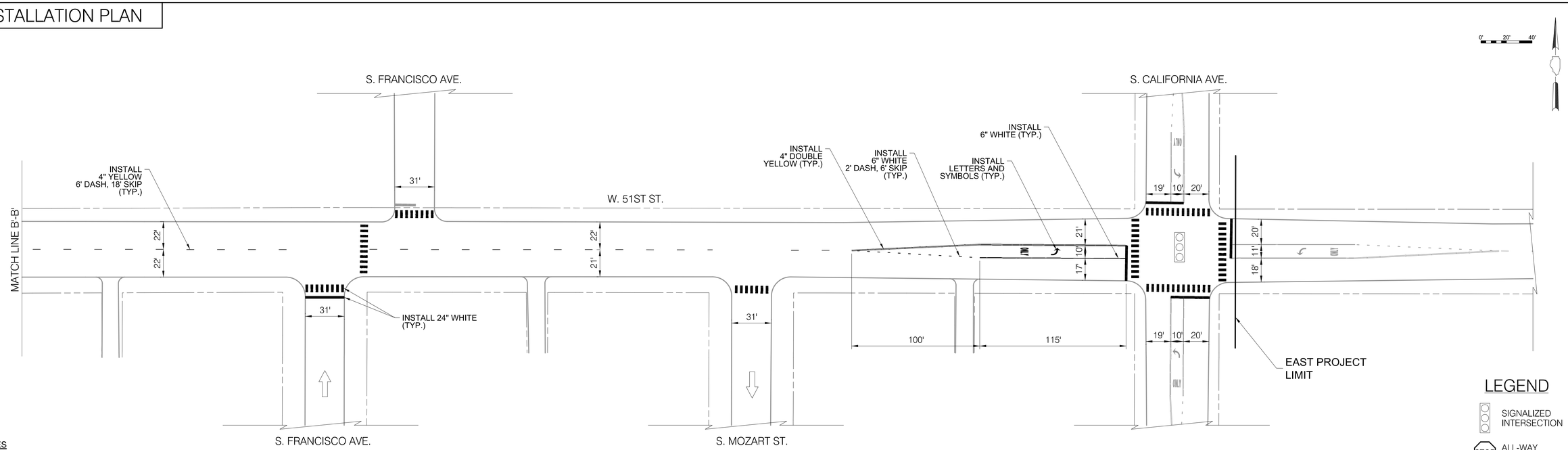
SHEET NO.
10

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

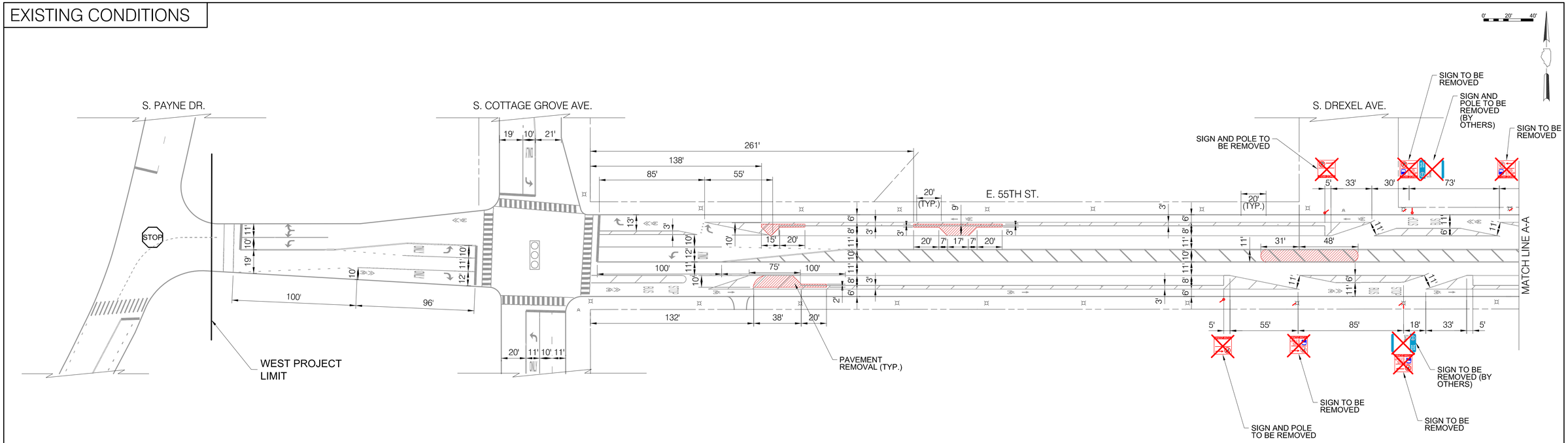
1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

### LEGEND

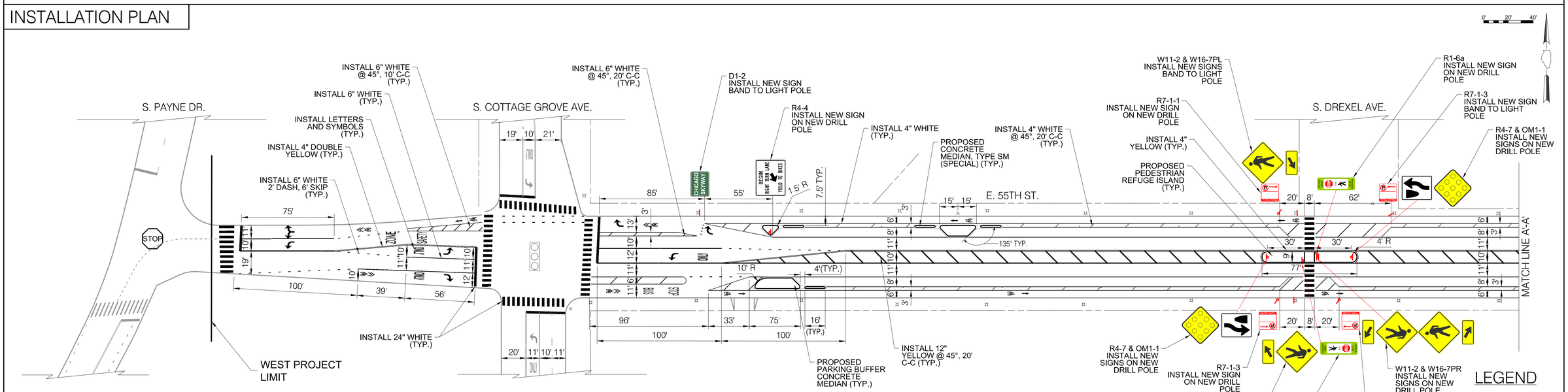
- SIGNALIZED INTERSECTION
- STOP ALL-WAY STOP
- ONE-WAY STREET

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | | | | CITY OF CHICAGO<br>DEPARTMENT OF TRANSPORTATION<br>DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING<br>SOUTH AREA B-4-154 | W. 51ST STREET<br>S. KEDZIE AVE. TO<br>S. CALIFORNIA AVE. | SHEET NO.<br>11 |
|---|---|---|---|---|---|---|---|---|
| | NO. | BY | DATE | DESCRIPTION | | EXISTING AND PROPOSED PLANS | SCALE: 1" = 40' | DATE:01/12/18 |

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | BY | DATE | DESCRIPTION |
|---|---|---|---|
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

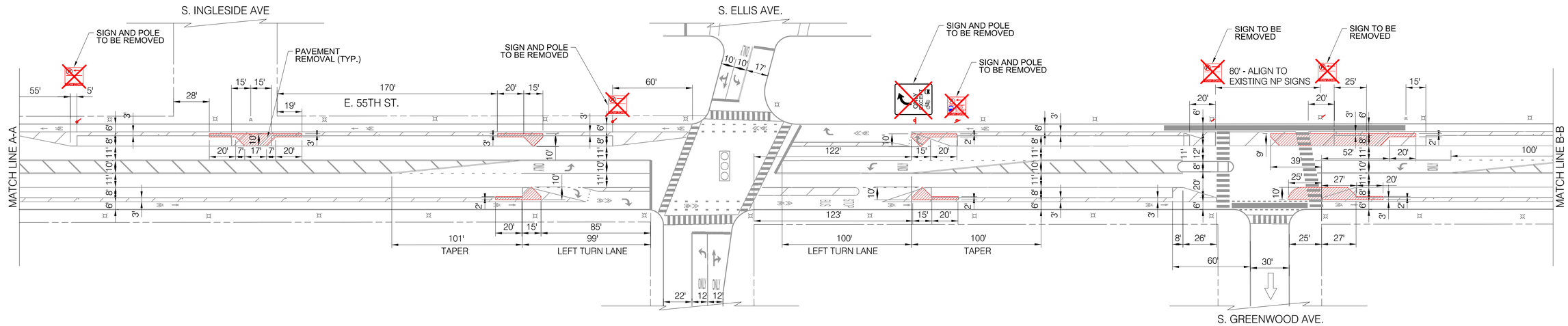
E. 55TH STREET
PAYNE DR. TO S. HYDE PARK BLVD.

SCALE: 1" = 40'

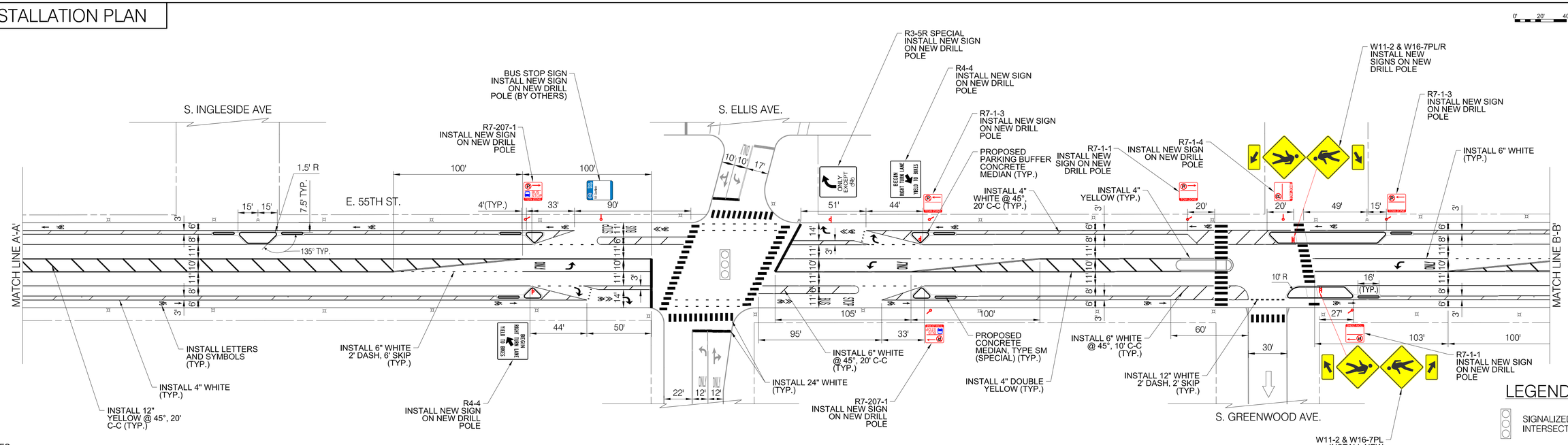
SHEET NO.
12

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

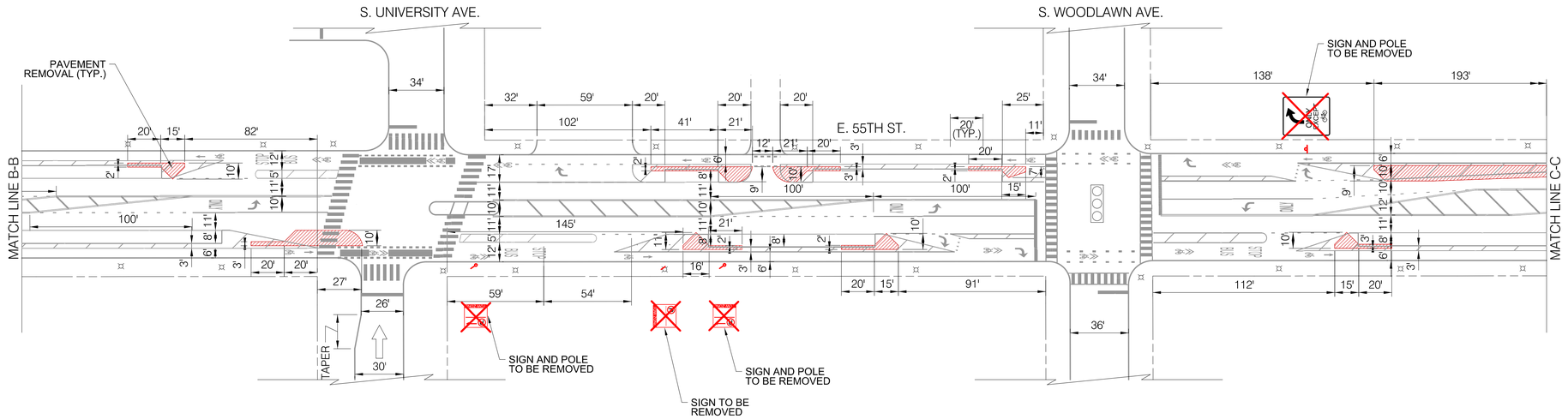
E. 55TH STREET
PAYNE DR. TO S. HYDE PARK BLVD.

SCALE: 1" = 40'

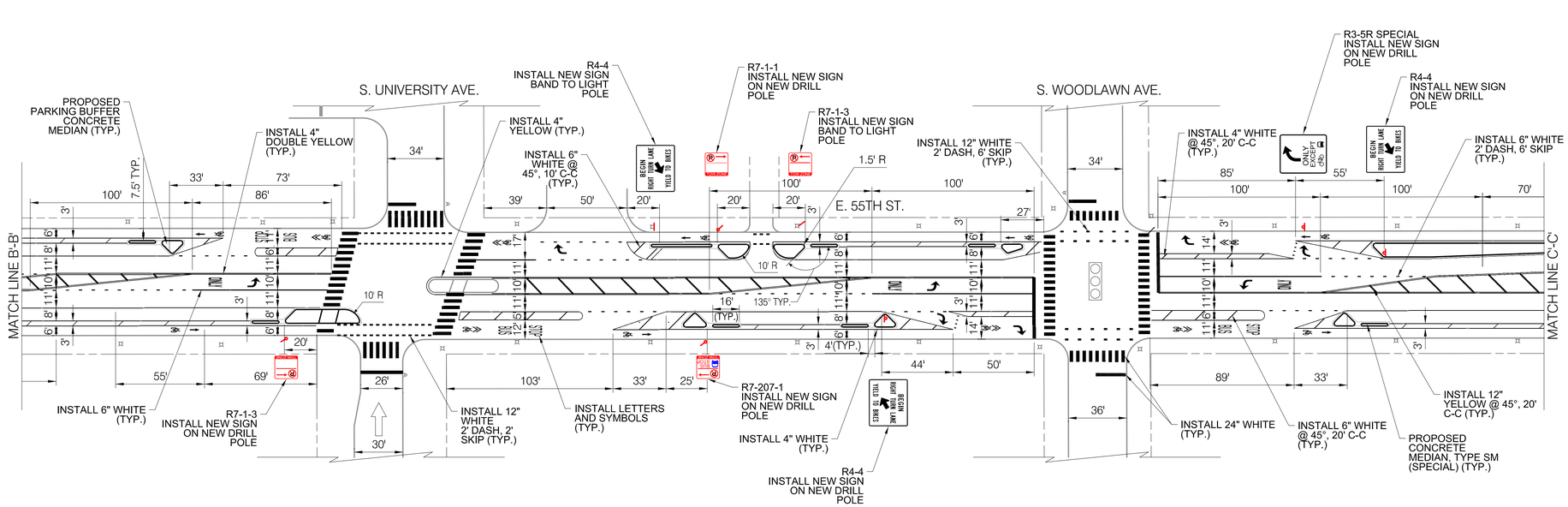
SHEET NO. 13

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

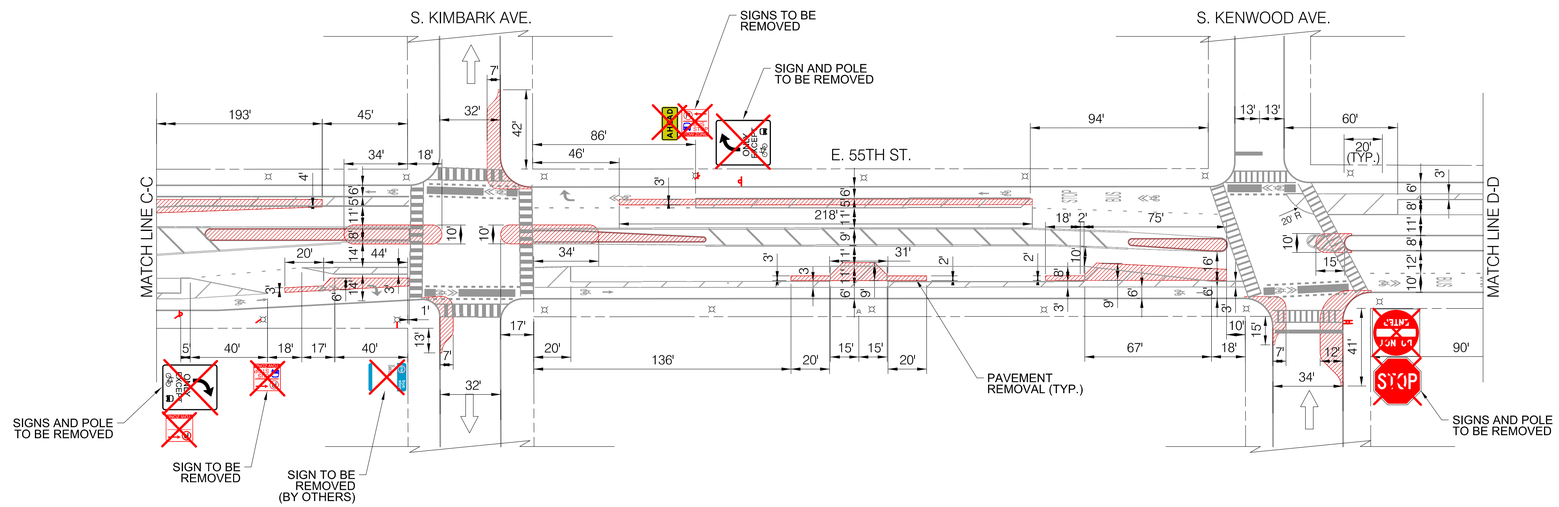
E. 55TH STREET
PAYNE DR. TO S. HYDE PARK BLVD.

SCALE: 1" = 40'

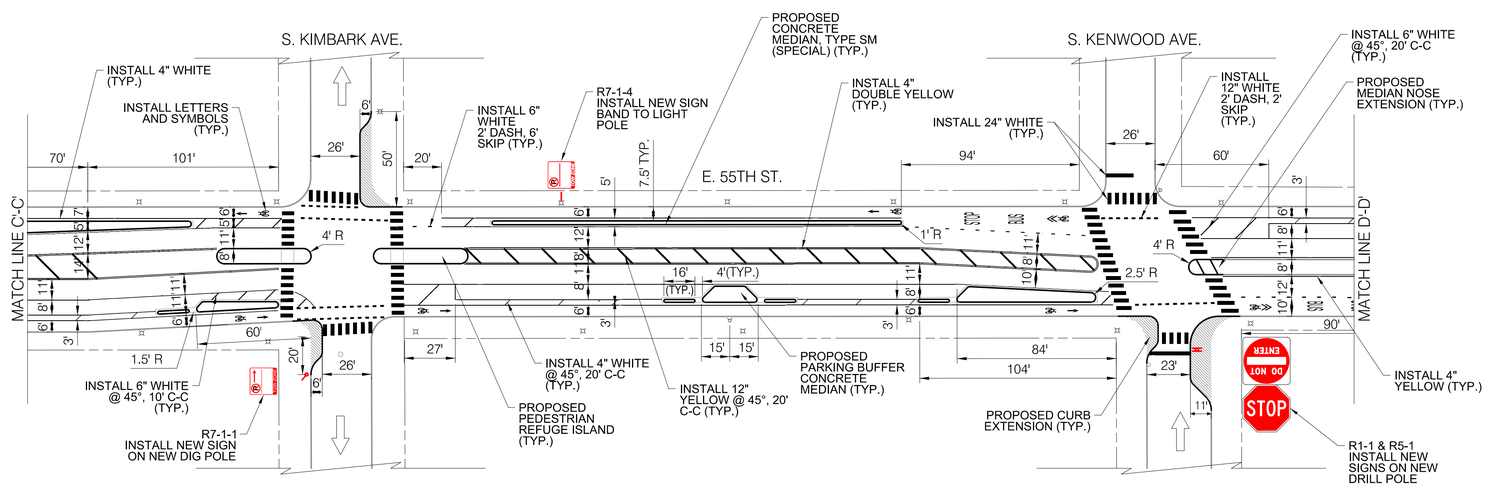
SHEET NO. 14

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

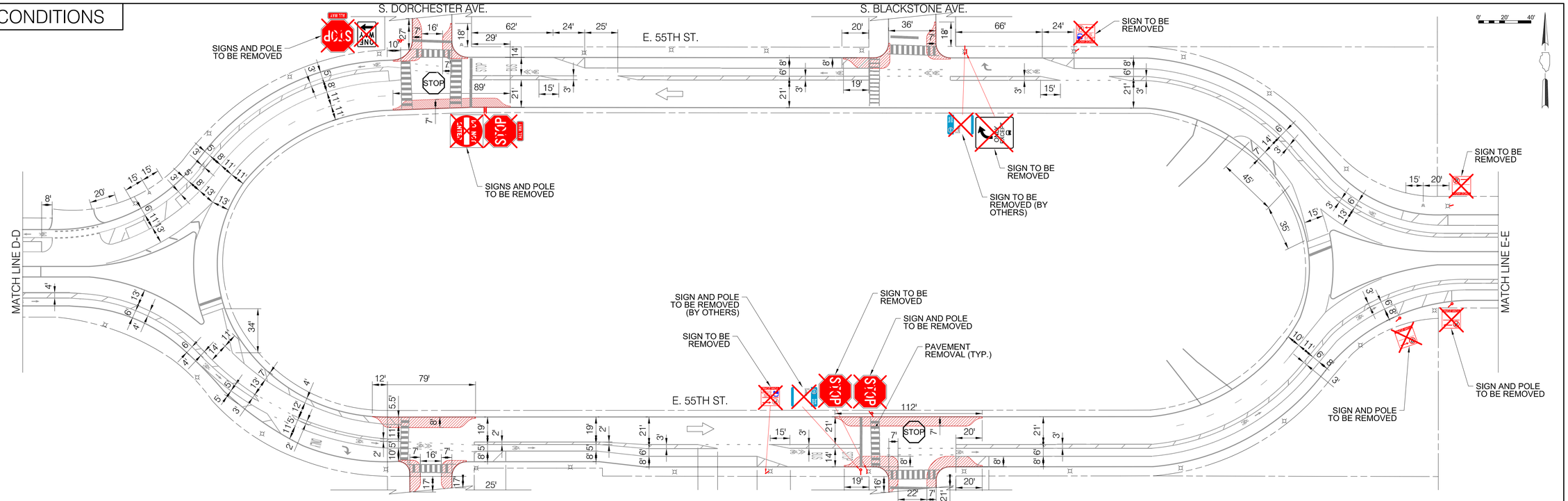
E. 55TH STREET
PAYNE DR. TO S. HYDE PARK BLVD.

SCALE: 1" = 40'

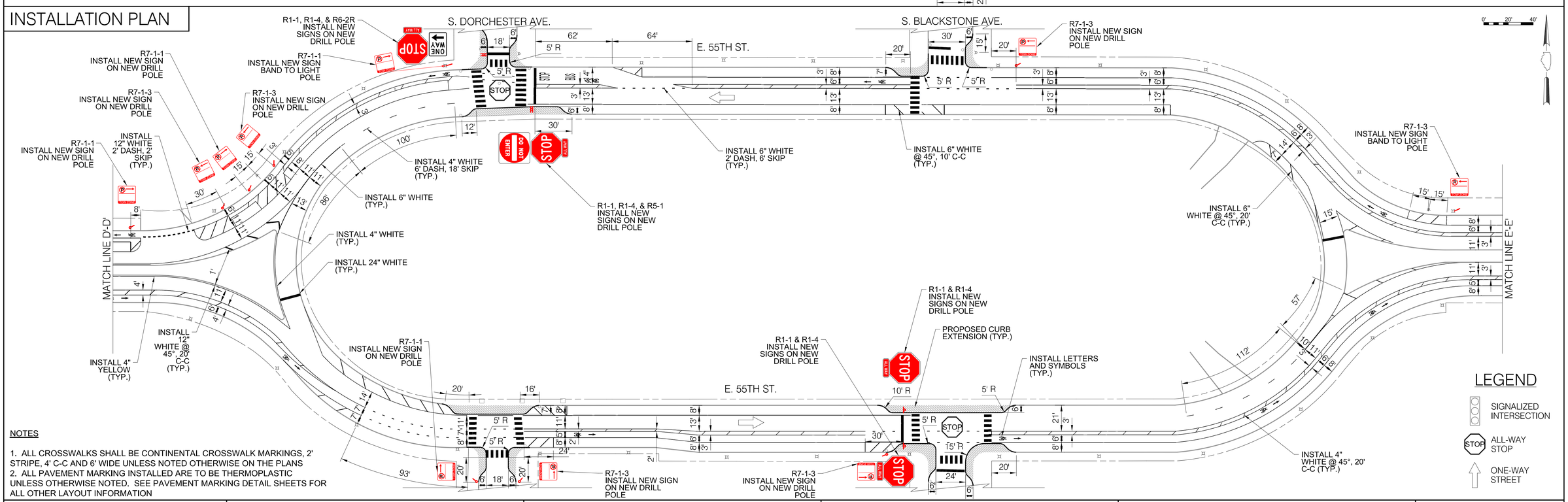
SHEET NO. 15

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

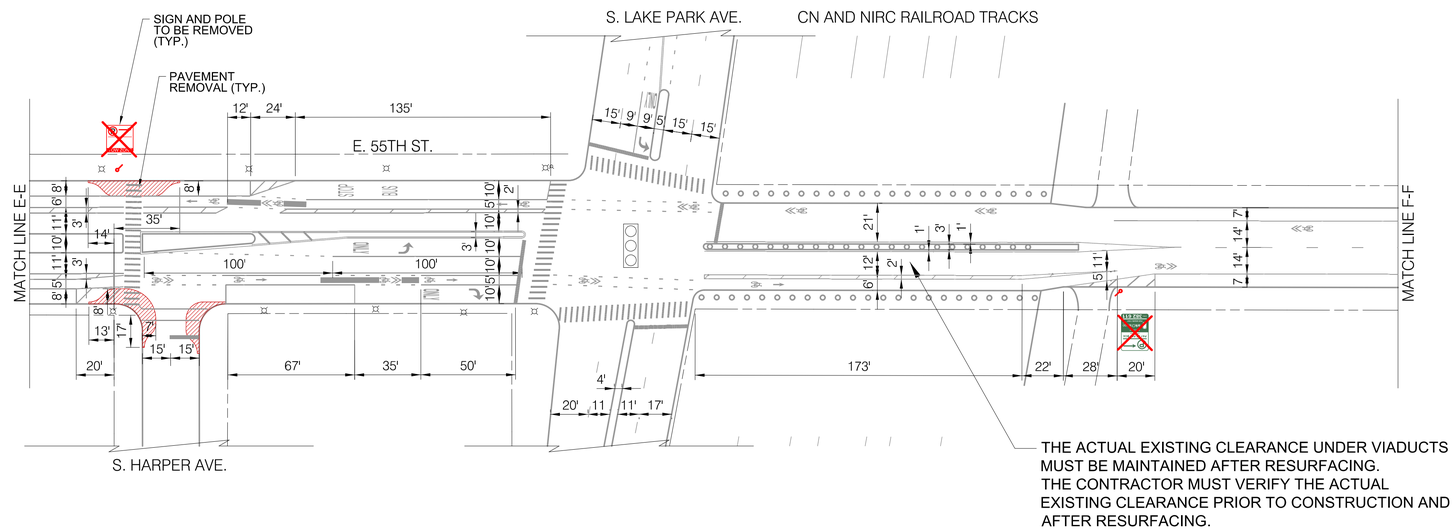
E. 55TH STREET
PAYNE DR. TO S. HYDE PARK BLVD.

SCALE: 1" = 40'

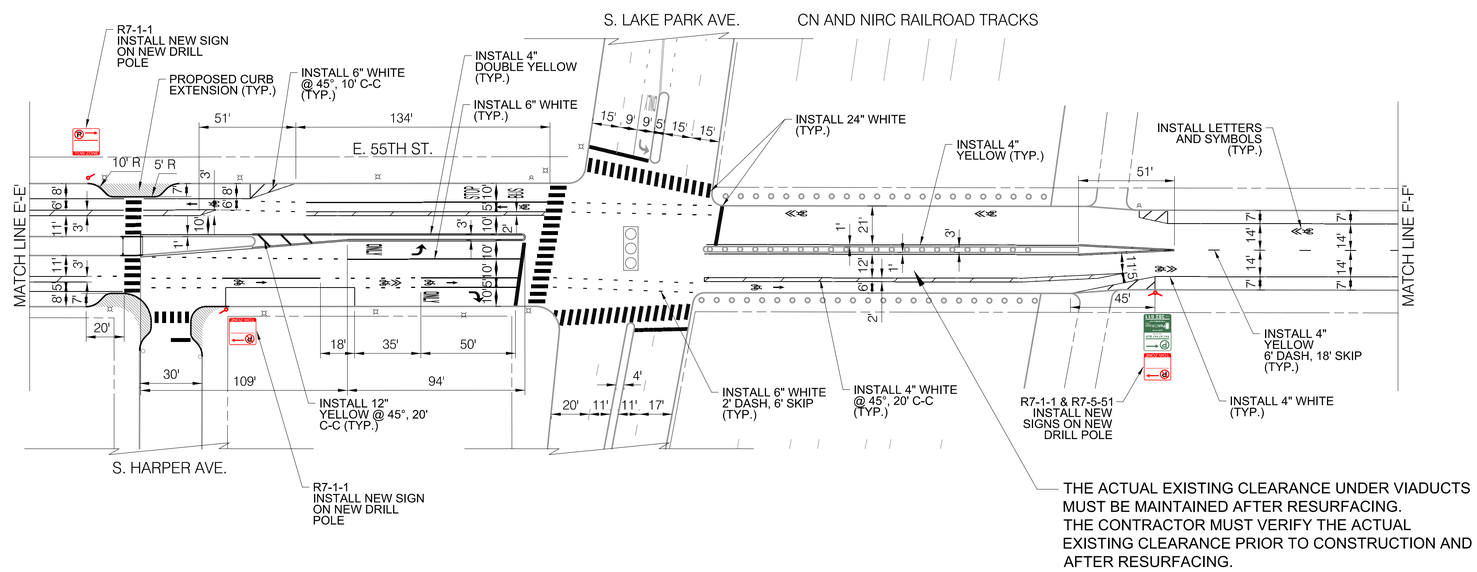
SHEET NO. 16

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

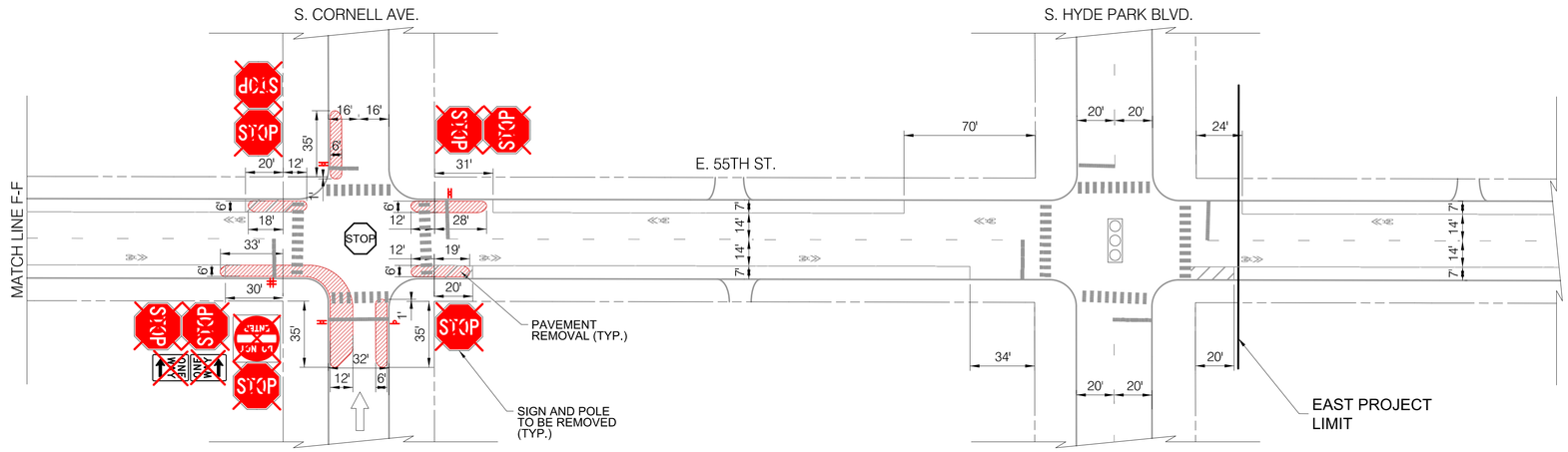
E. 55TH STREET
PAYNE DR. TO S. HYDE PARK BLVD.

SCALE: 1" = 40'

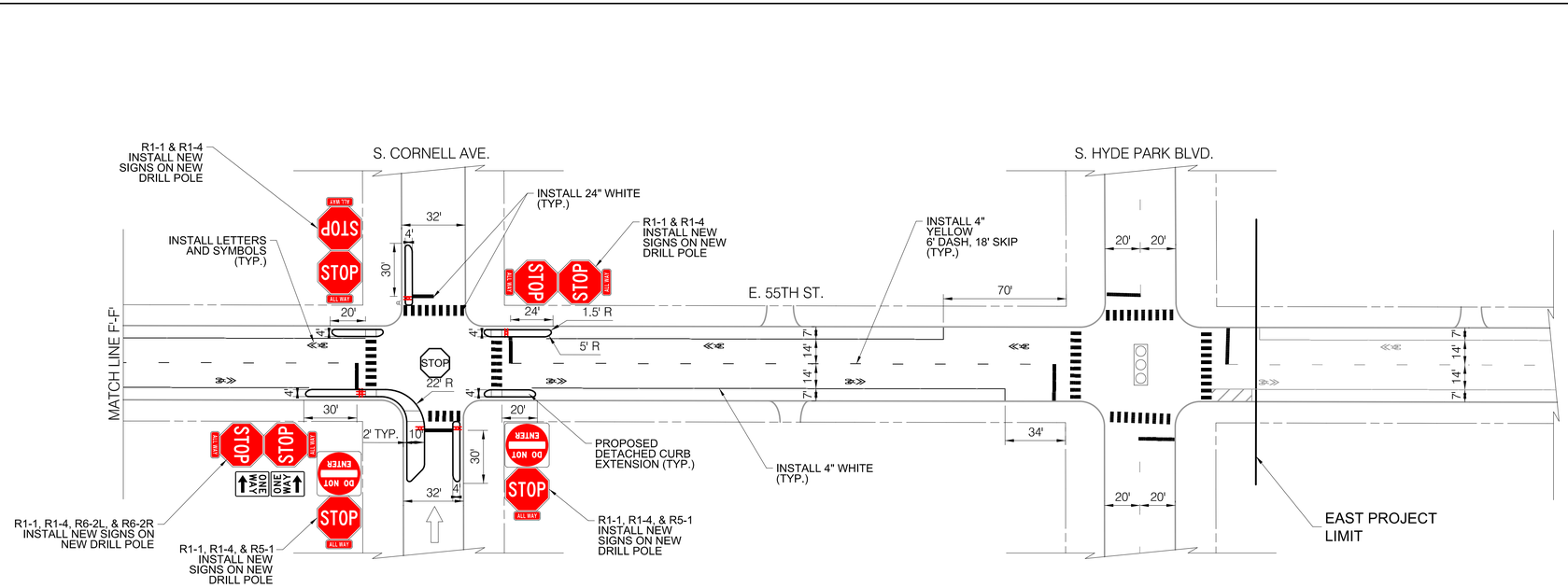
SHEET NO. 17

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
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2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

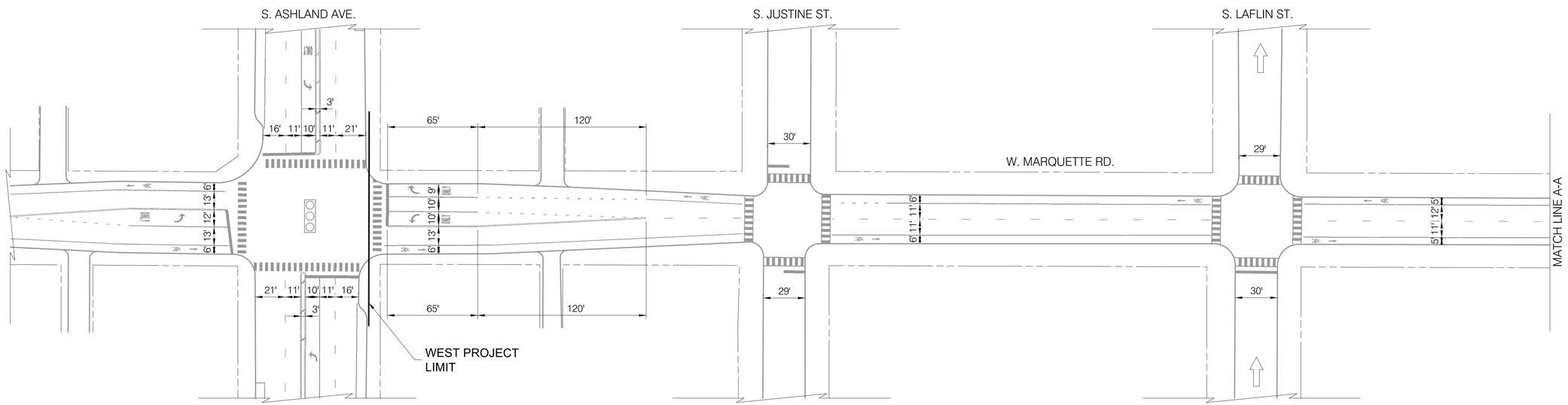
E. 55TH STREET
PAYNE DR. TO S. HYDE PARK BLVD.

SCALE: 1" = 40'

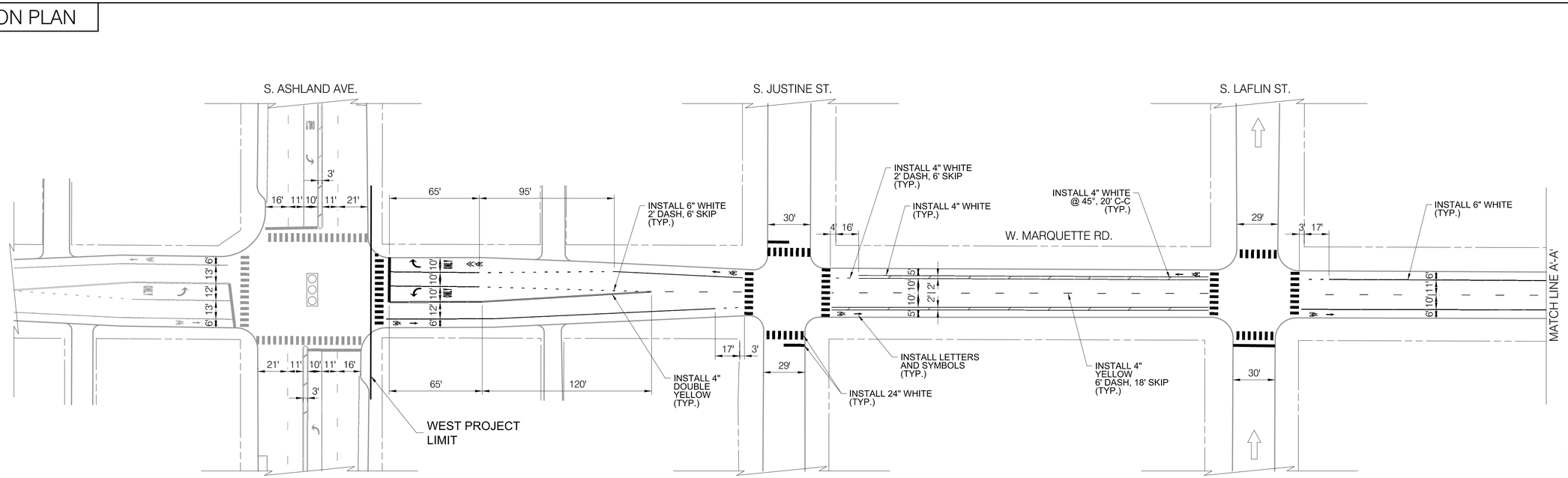
SHEET NO. 18

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

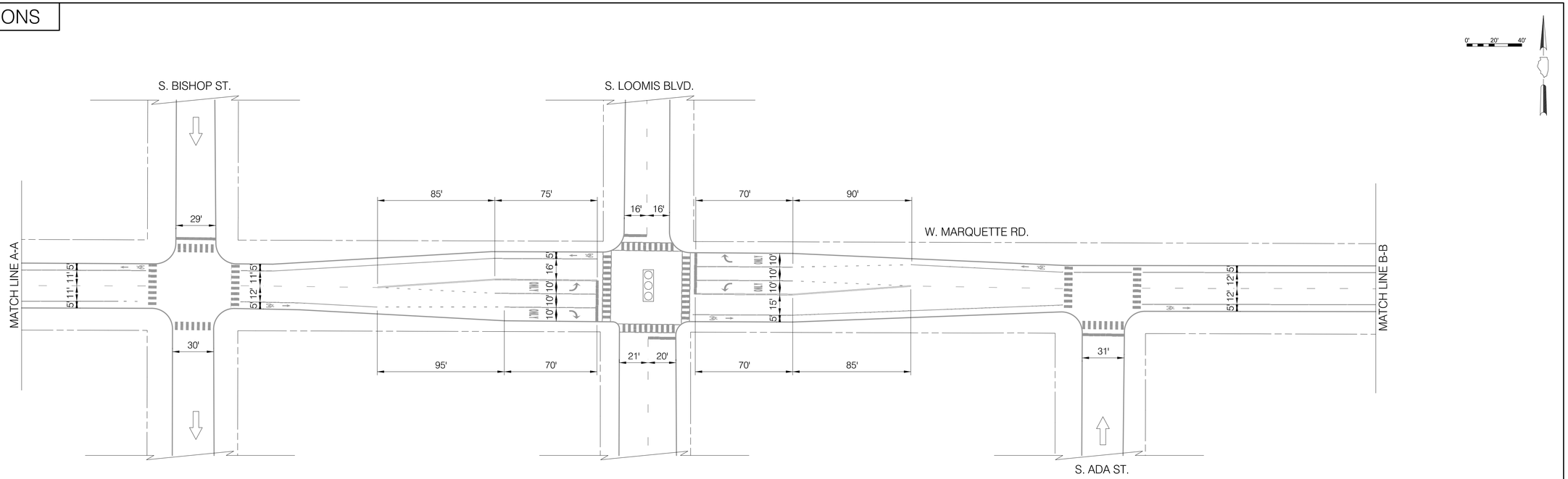
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

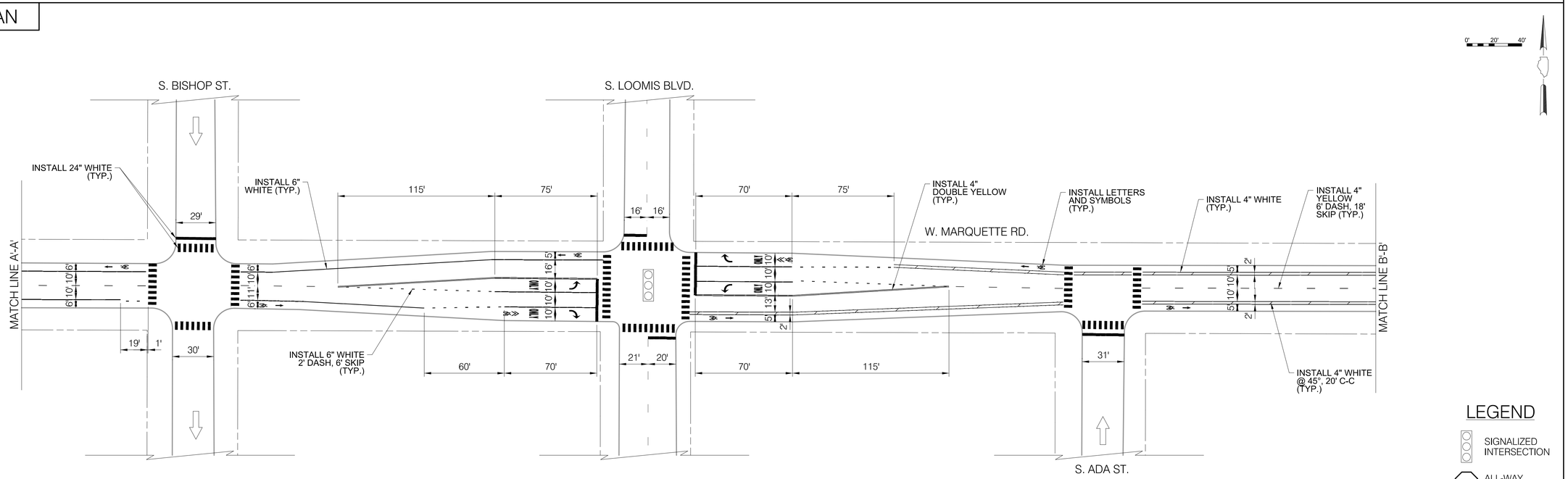
SHEET NO.
19

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

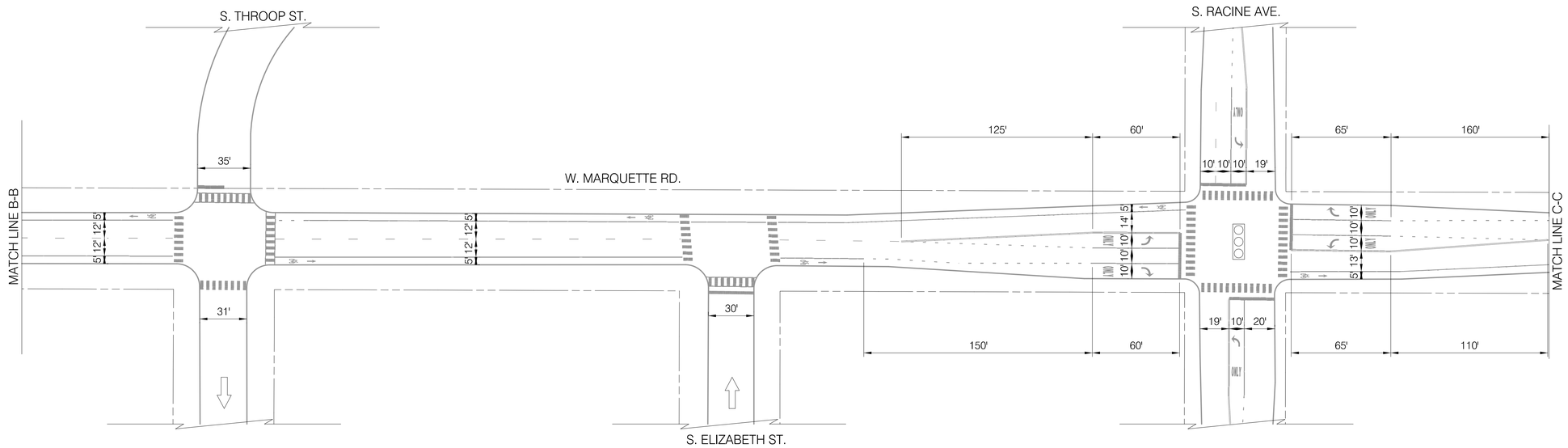
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

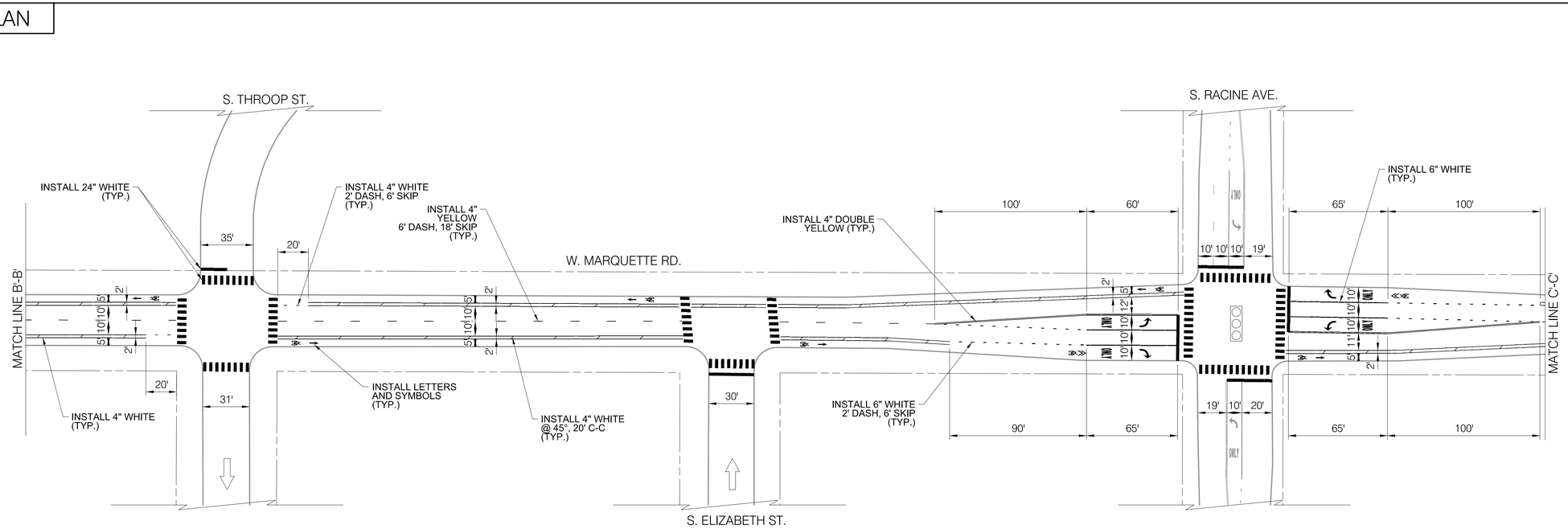
SHEET NO.
20

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

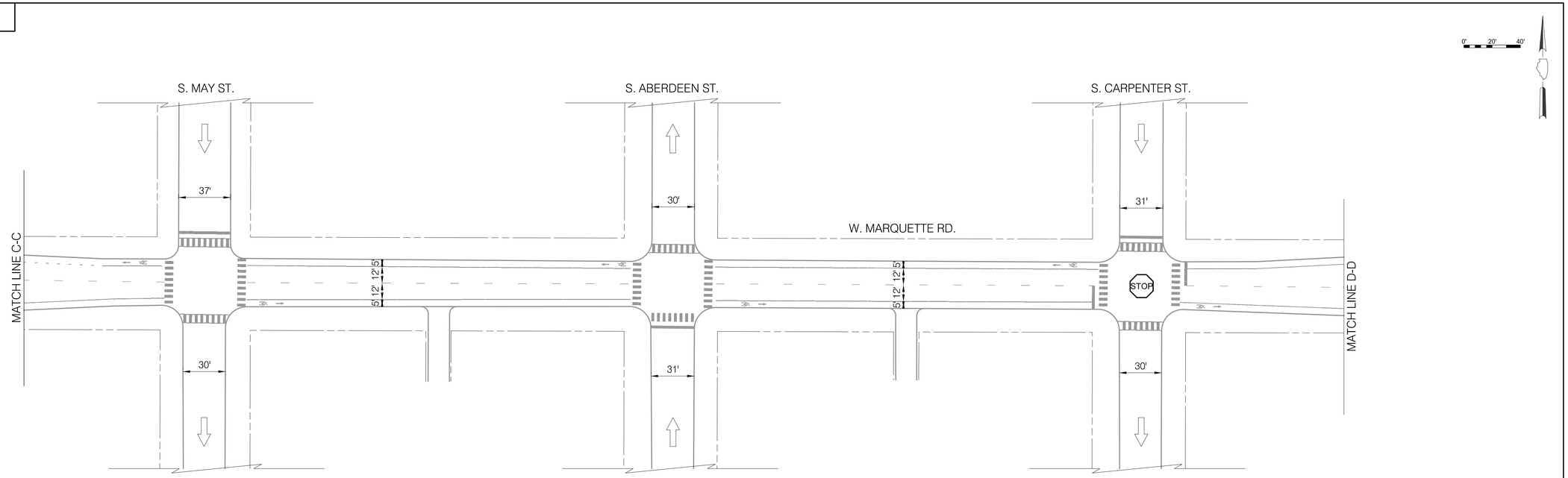
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

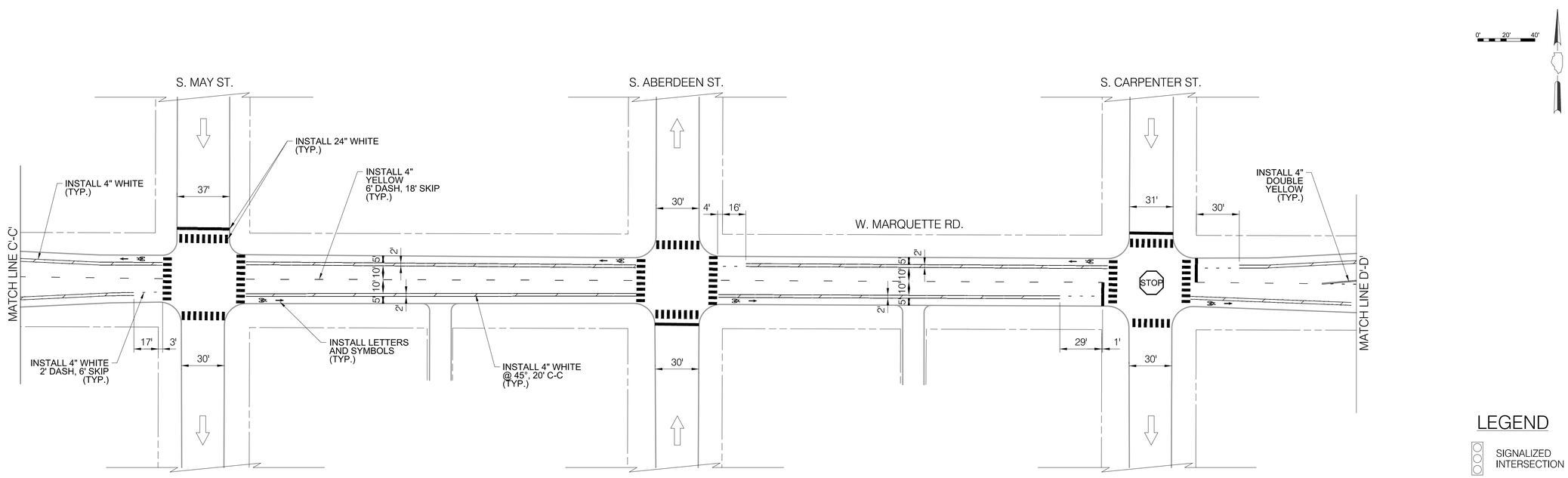
SHEET NO.
21

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- STOP — ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

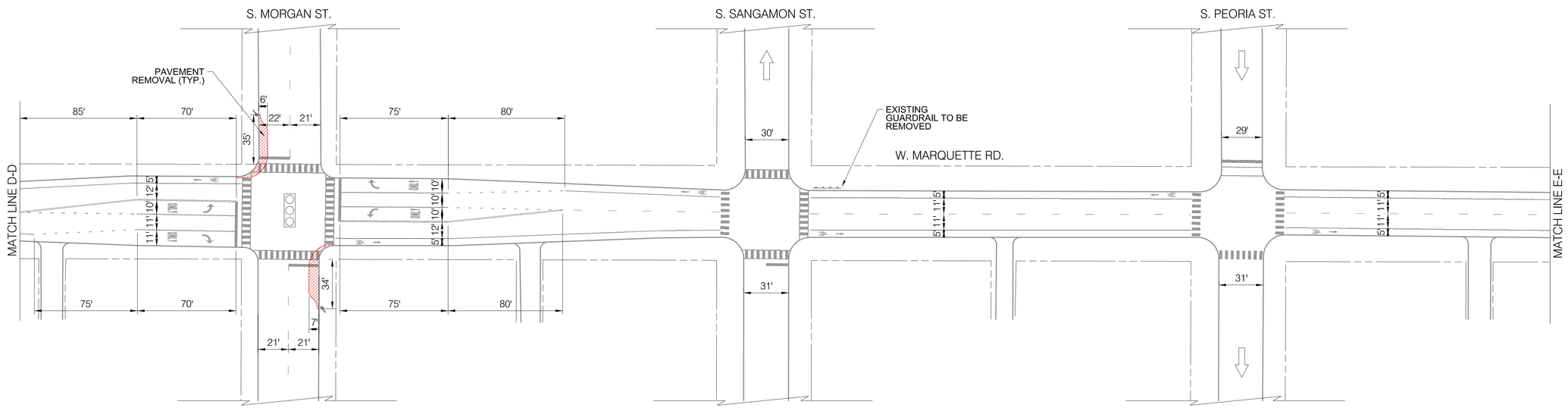
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

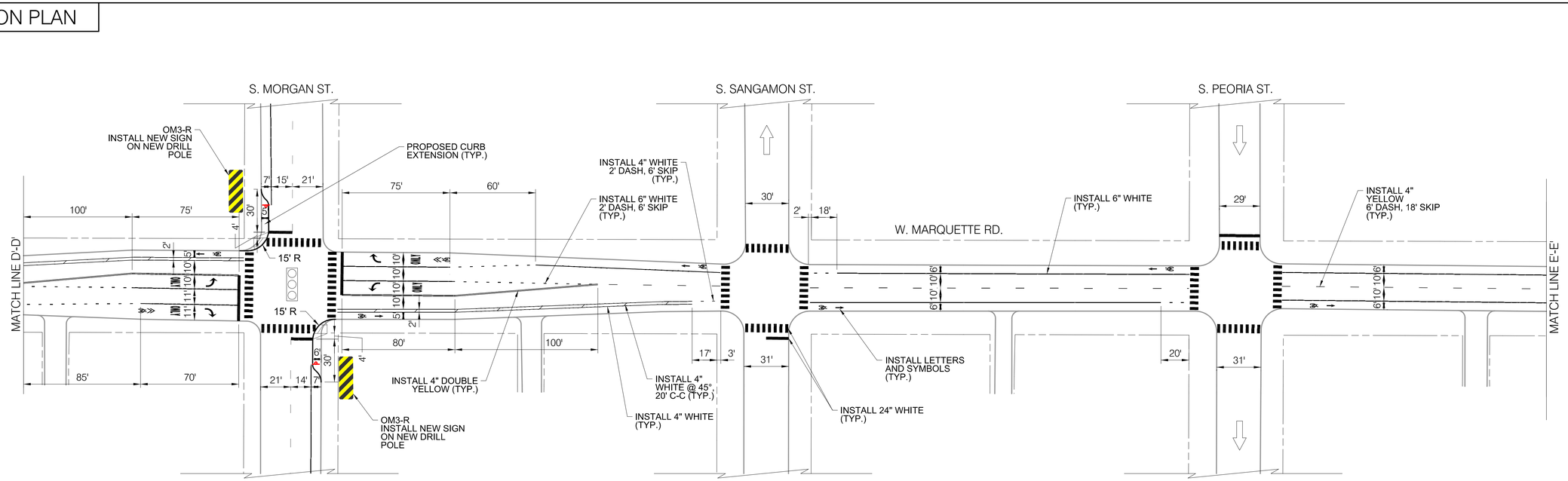
SHEET NO.
22

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




## LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
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2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

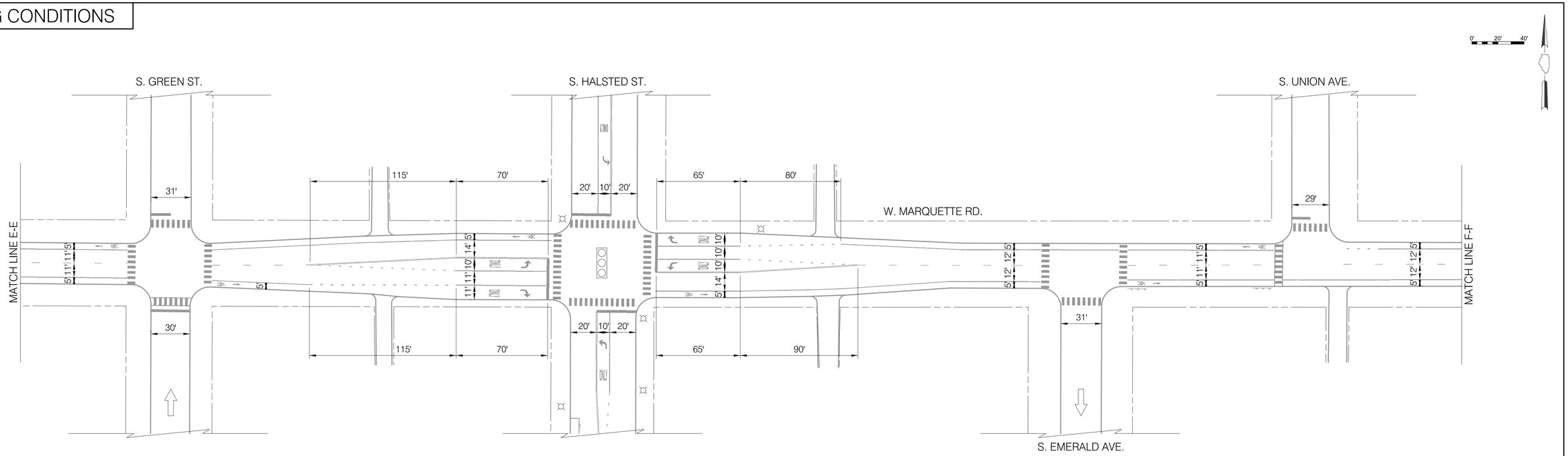
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

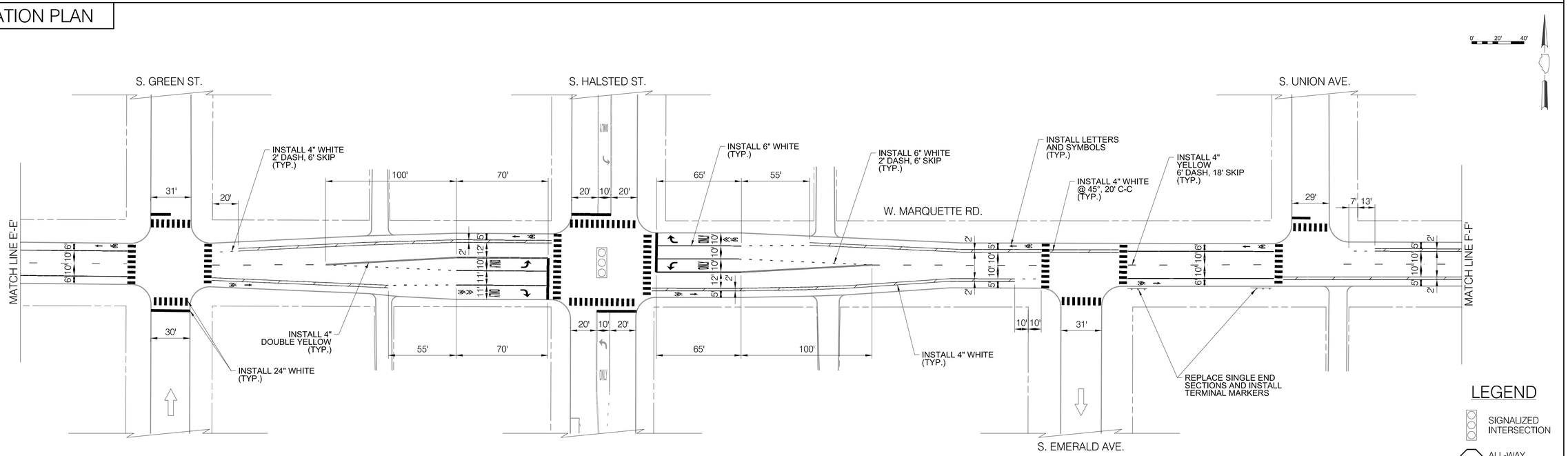
SHEET NO.
23

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- STOP ALL-WAY STOP
- ONE-WAY STREET

NOTES

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CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
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2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

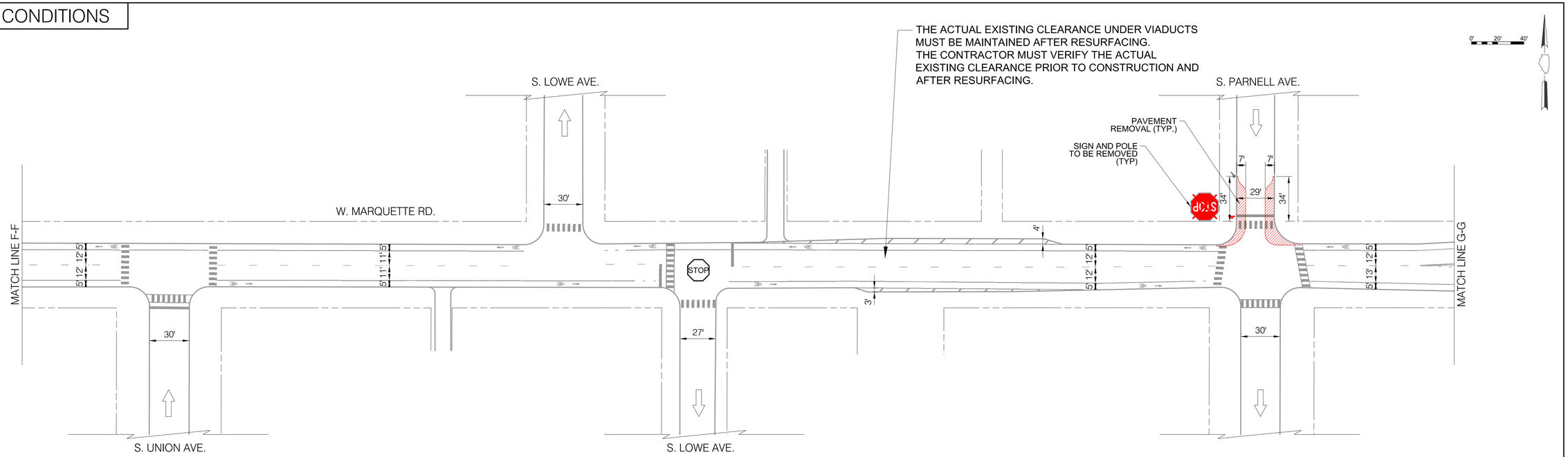
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

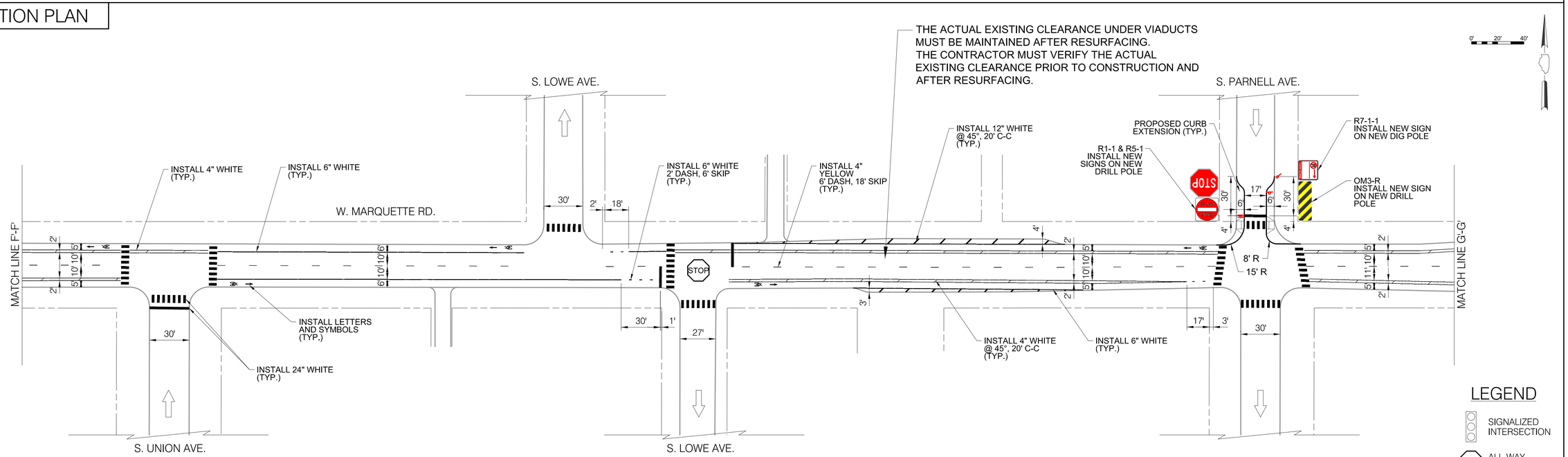
SHEET NO.
24

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
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DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

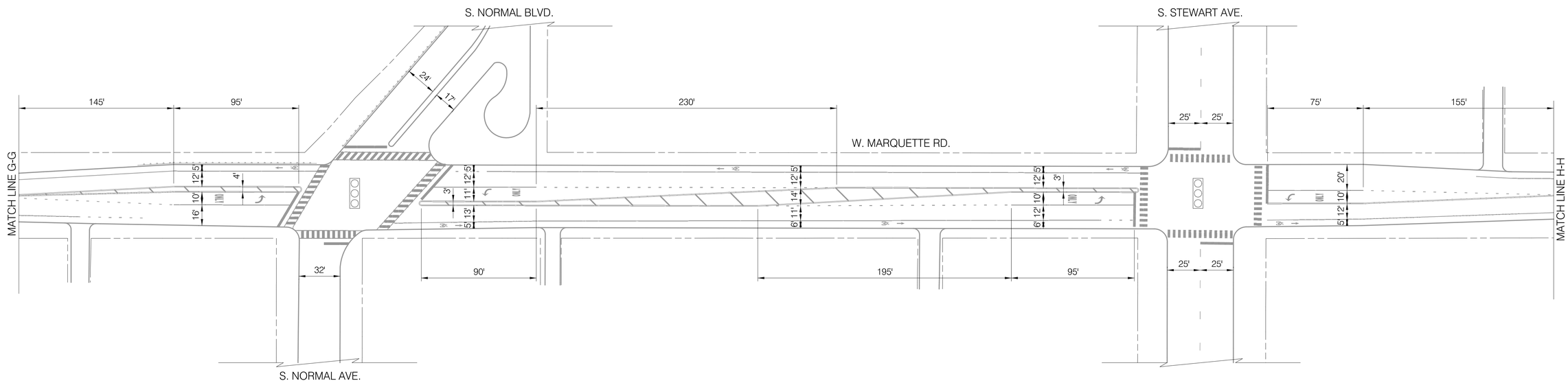
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

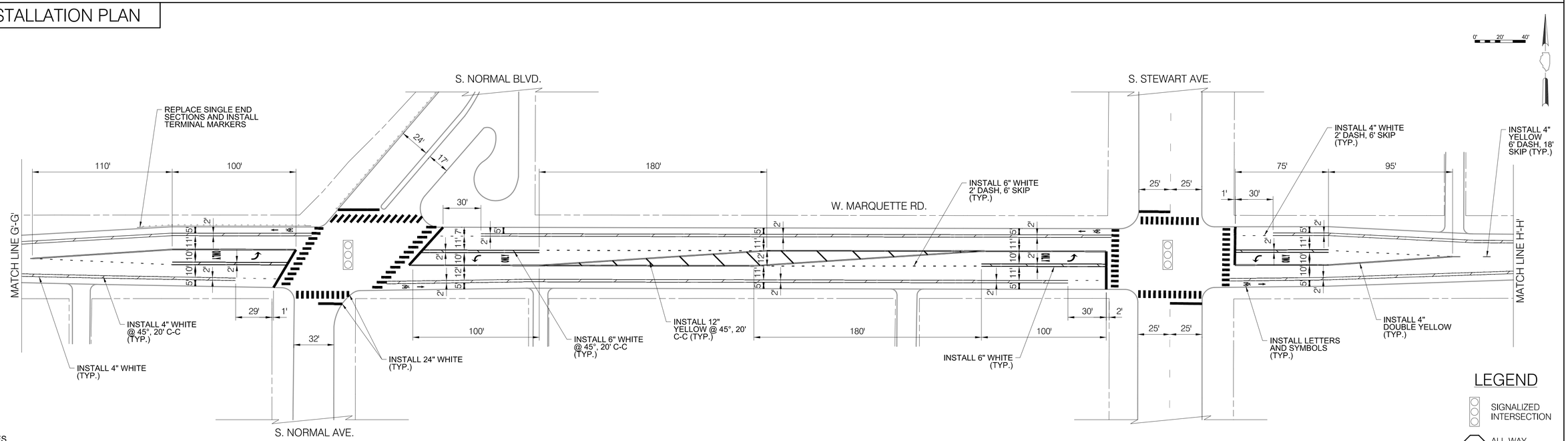
SHEET NO.
25

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

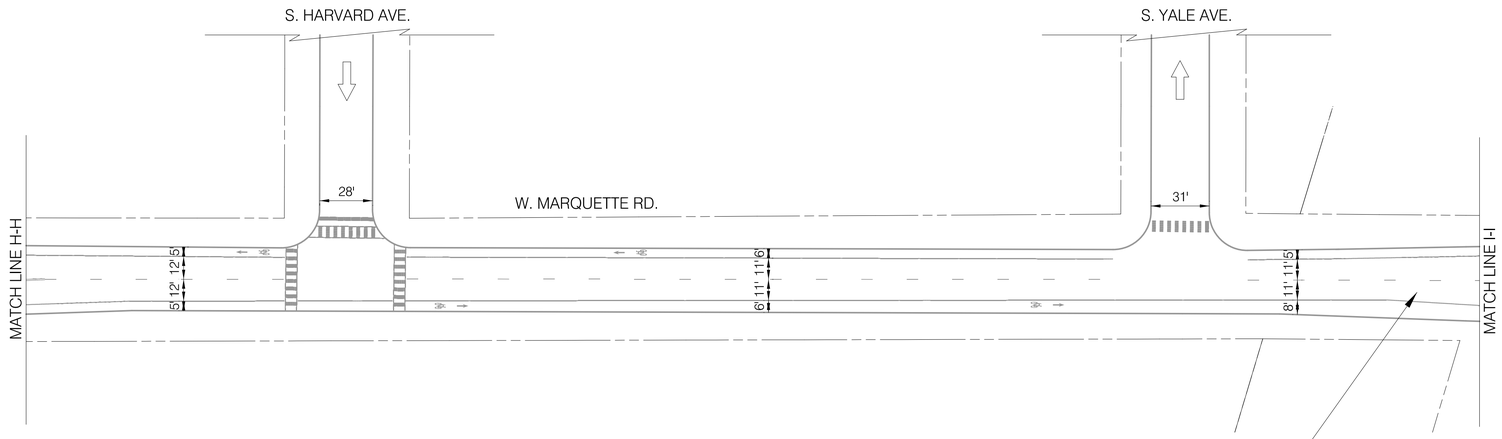
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

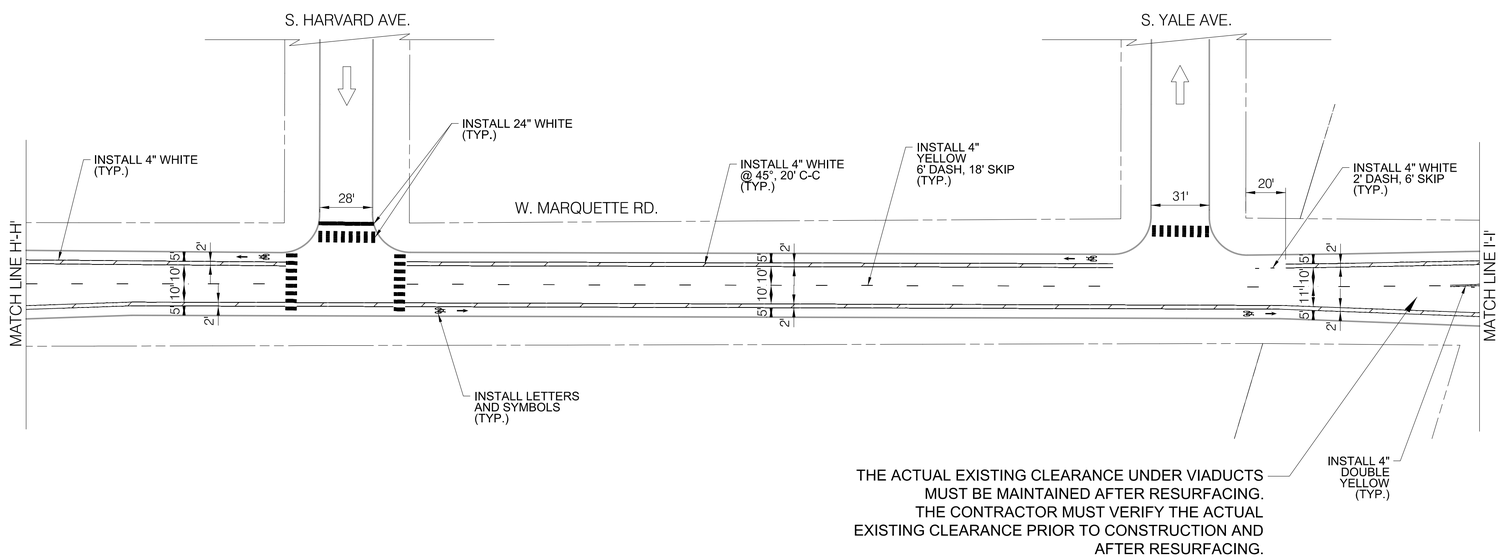
SHEET NO.
26

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

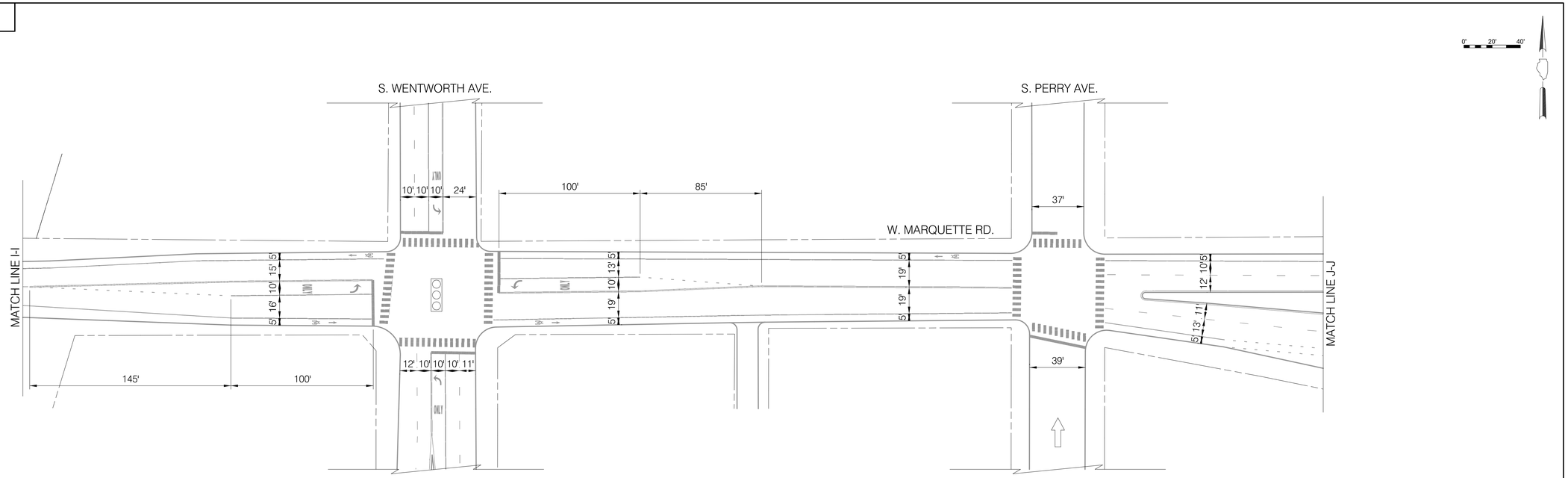
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

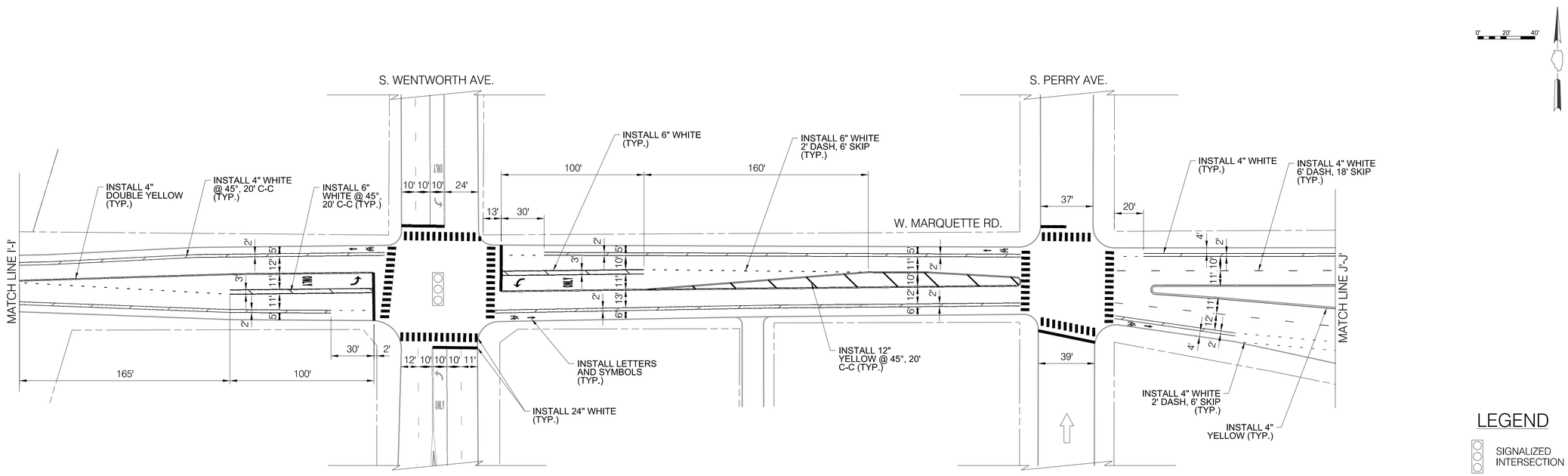
SHEET NO. 27

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

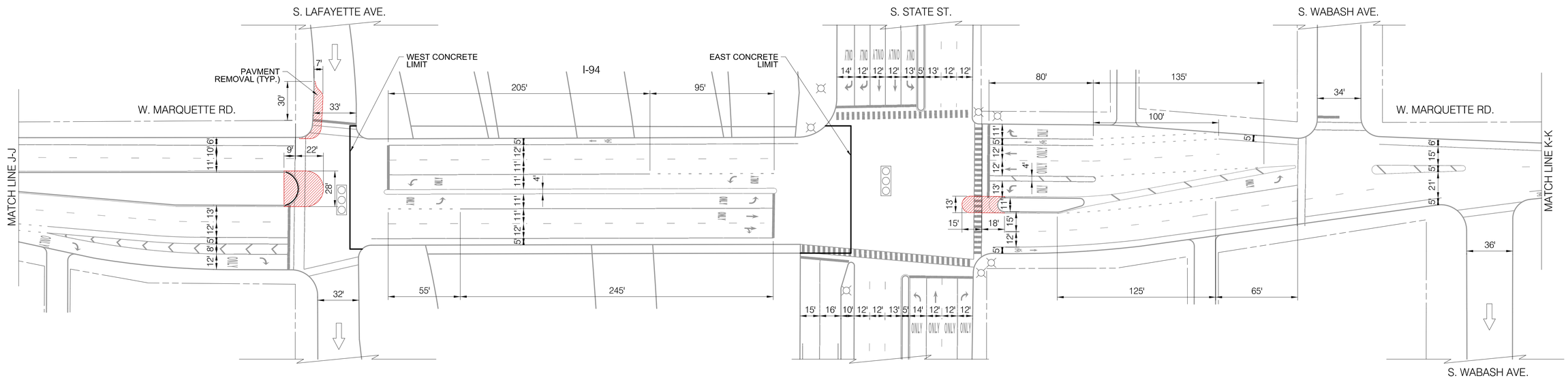
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

SHEET NO.
28

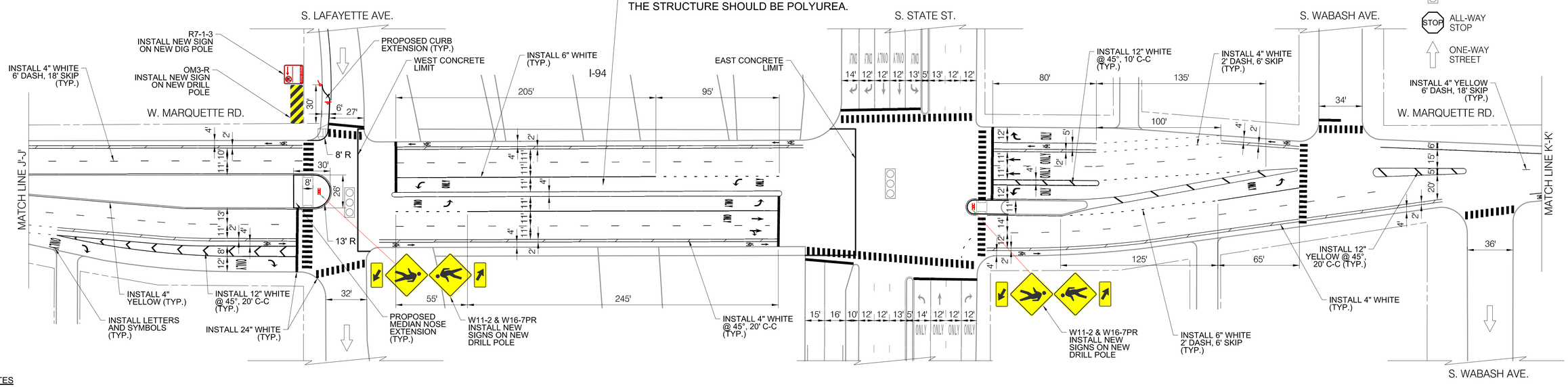
DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN

OMIT RESURFACING ON BRIDGE STRUCTURE. REFRESH PAVEMENT MARKINGS. ALL PAVEMENT MARKINGS ON THE STRUCTURE SHOULD BE POLYUREA.




## LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

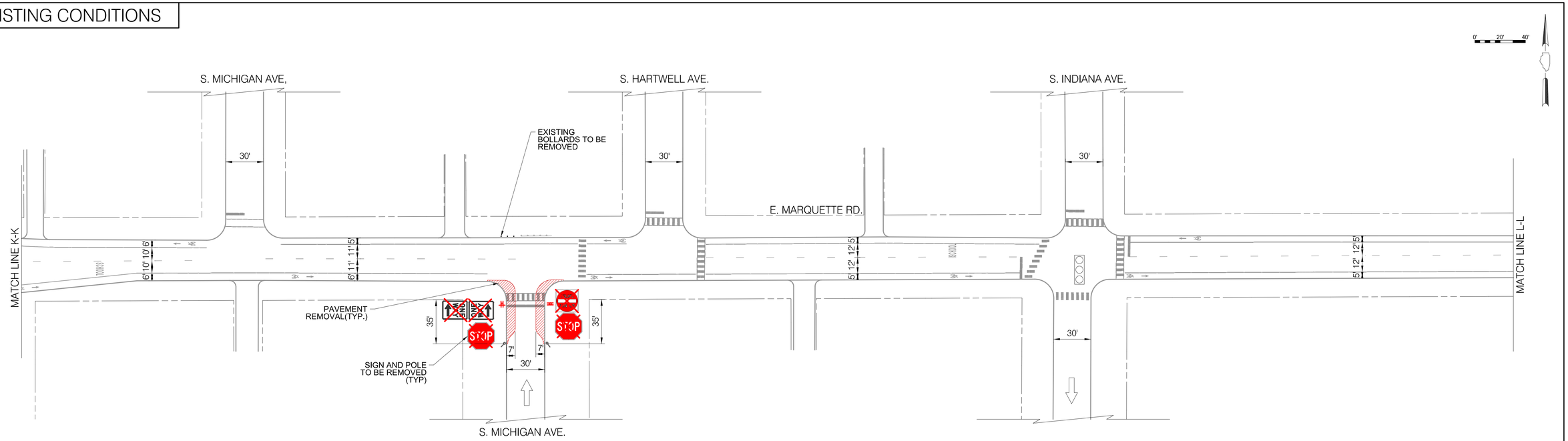
SHEET NO. 29

EXISTING AND PROPOSED PLANS

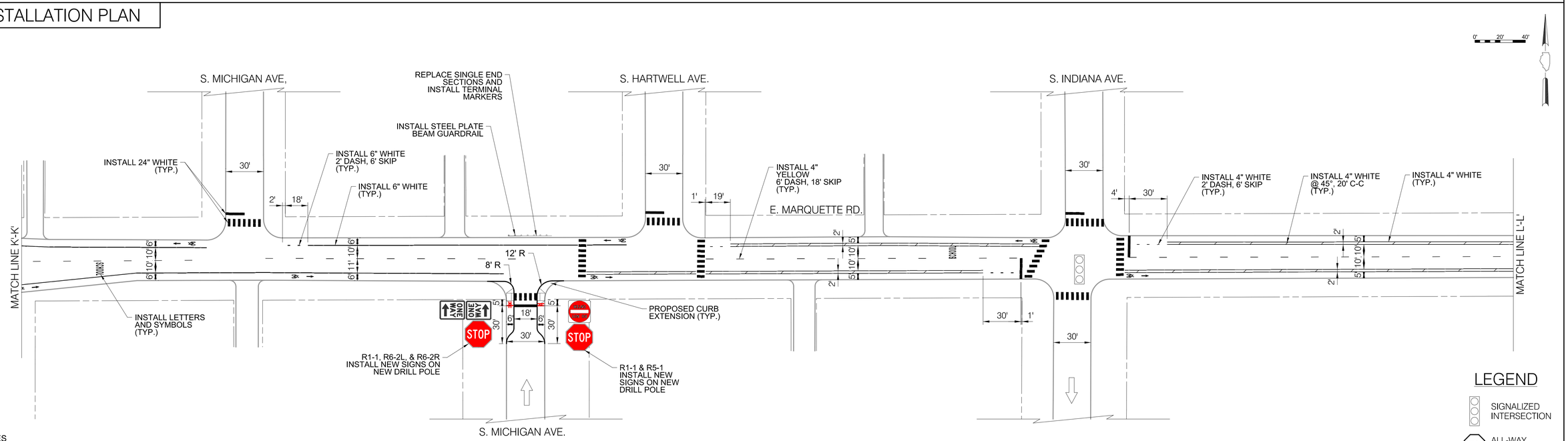
SCALE: 1" = 40'

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

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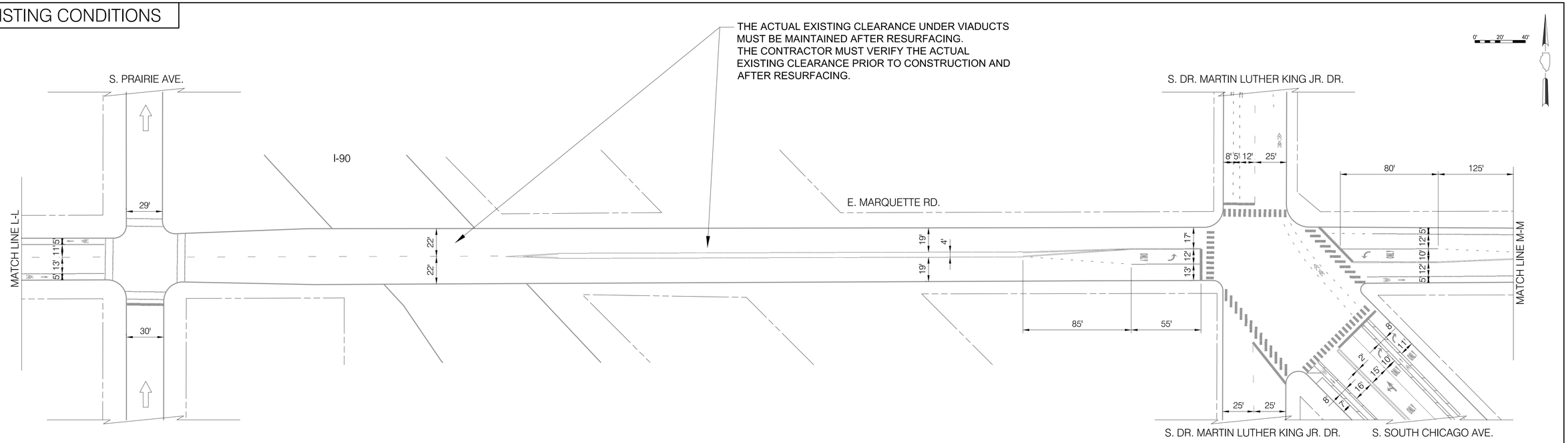
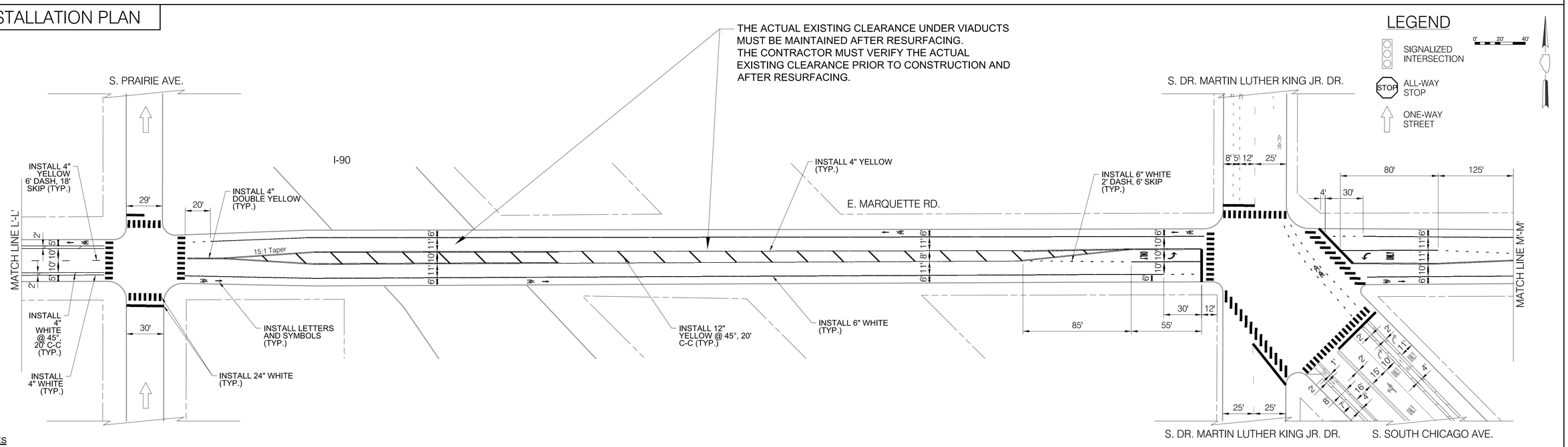
| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | | | | CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154 | E./W. MARQUETTE ROAD/E. 67TH STREET S. ASHLAND AVE. TO S. COTTAGE GROVE AVE. | SHEET NO. 30 |
|---|---|---|---|---|---|---|---|---|
| | NO. | BY | DATE | DESCRIPTION | | EXISTING AND PROPOSED PLANS | SCALE: 1" = 40' | DATE:01/12/18 |

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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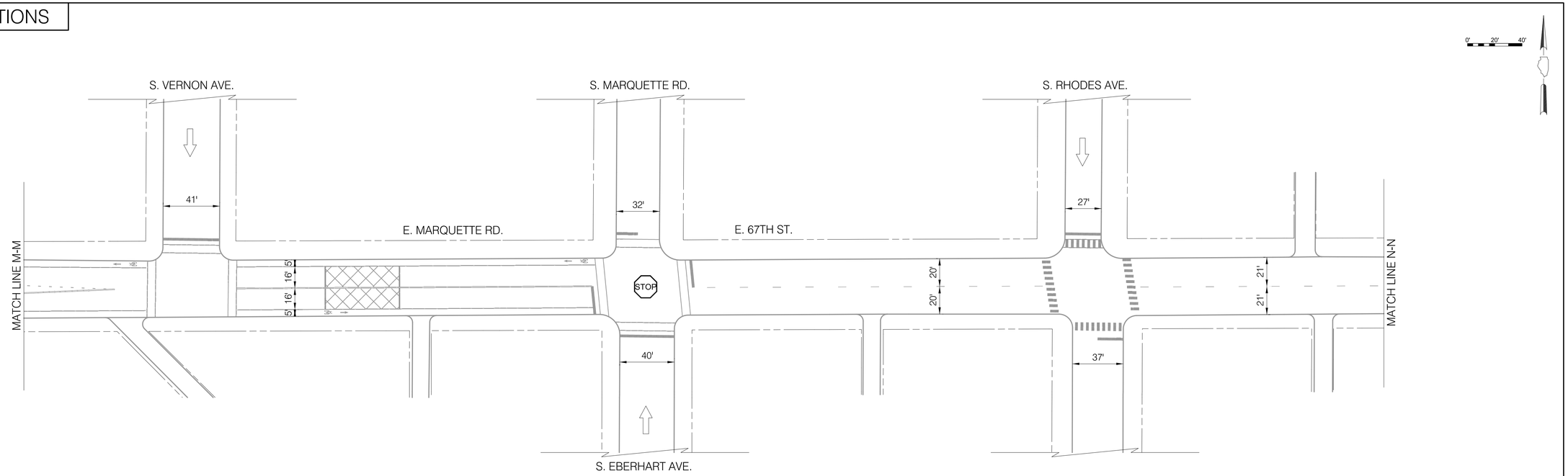
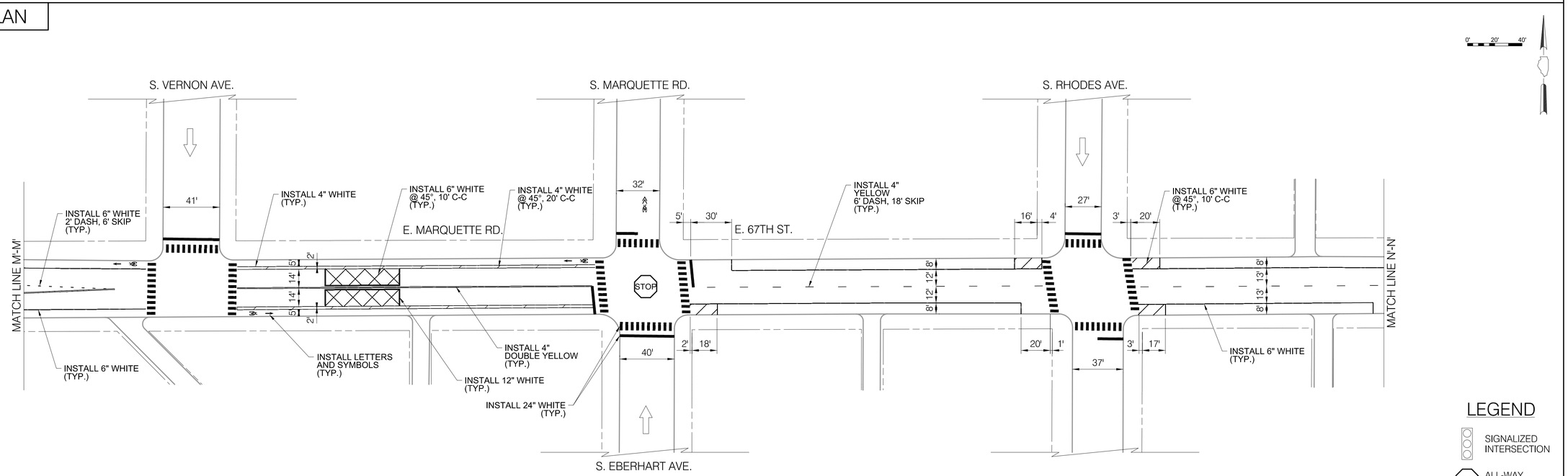
| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | | | | CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154 | E./W. MARQUETTE ROAD/E. 67TH STREET S. ASHLAND AVE. TO S. COTTAGE GROVE AVE. | SHEET NO. 31 |
|---|---|---|---|---|---|---|---|---|
| | NO. | BY | DATE | DESCRIPTION | | EXISTING AND PROPOSED PLANS | SCALE: 1" = 40' | DATE:01/12/18 |

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- STOP ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

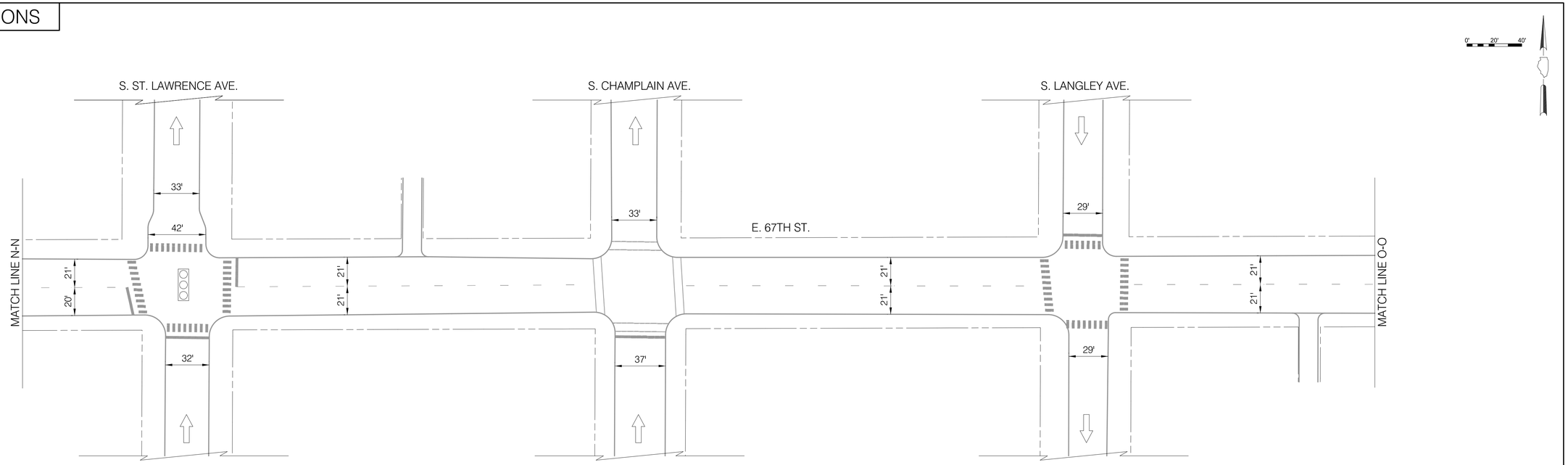
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

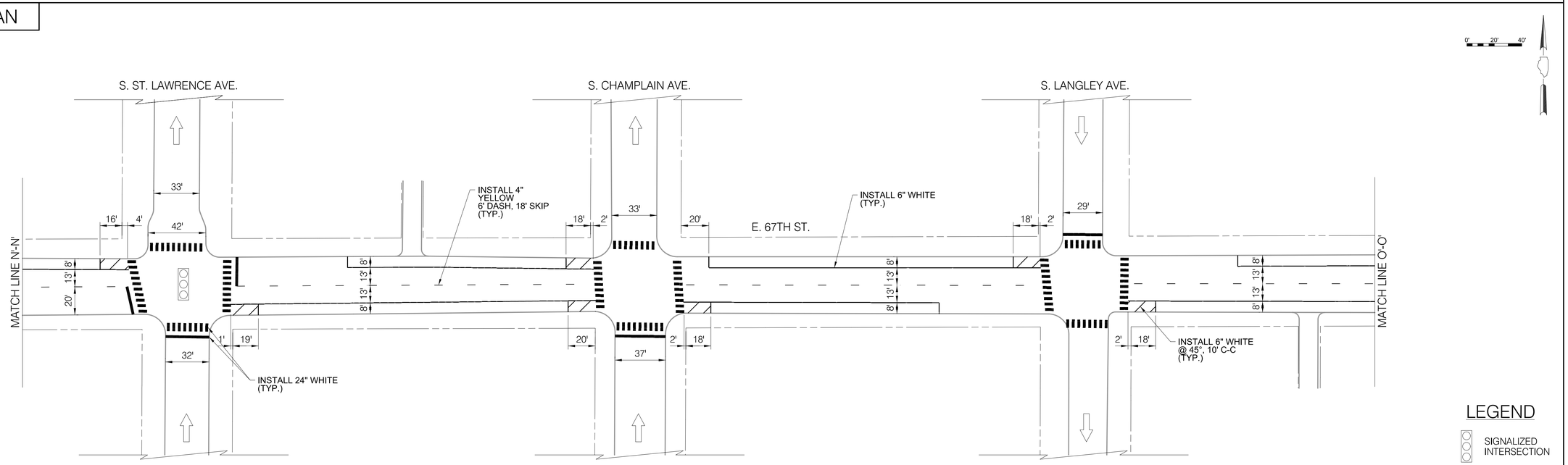
SHEET NO.
32

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- STOP ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

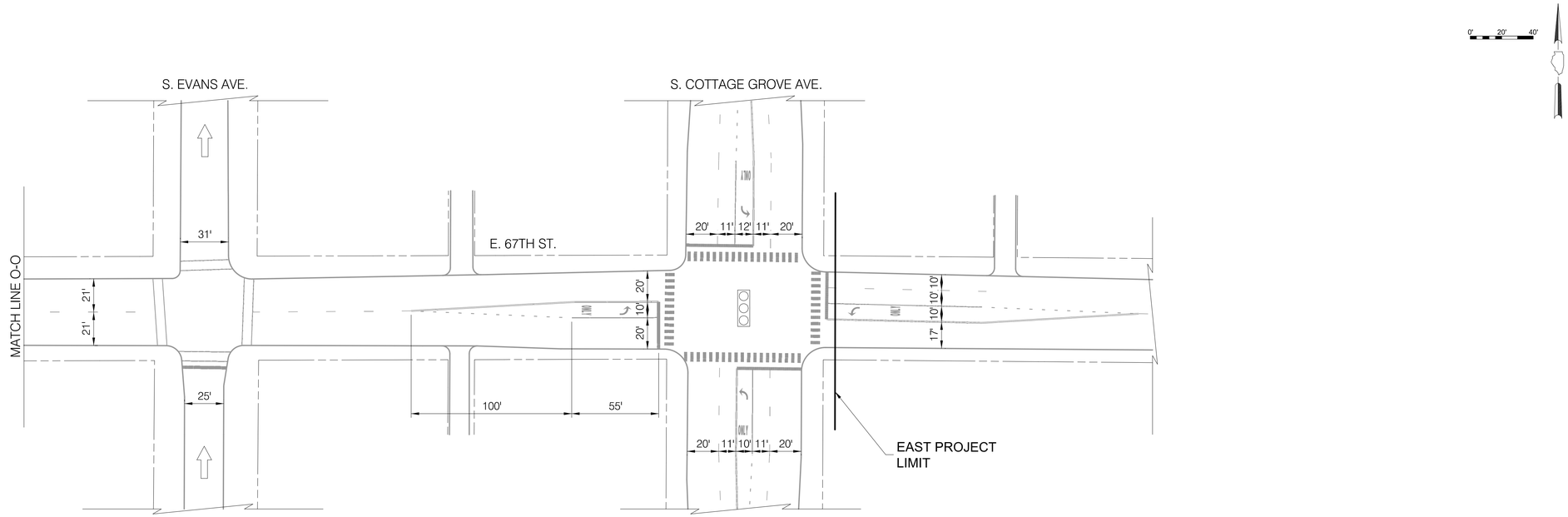
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

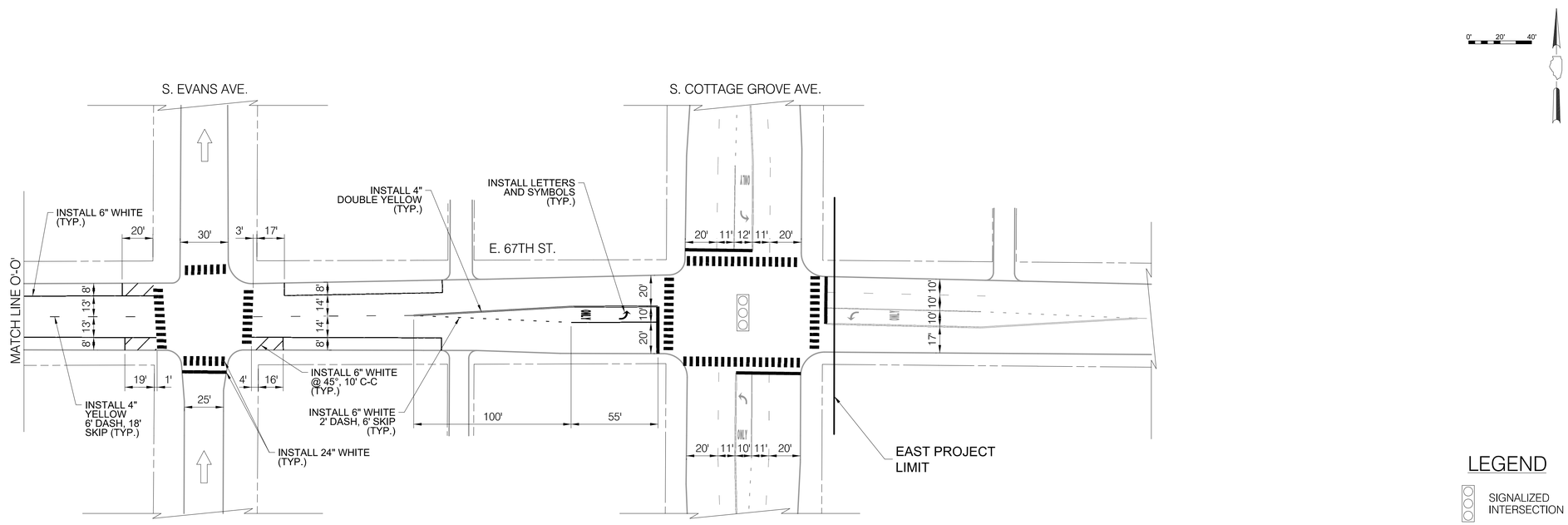
SHEET NO.
33

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

LEGEND

- SIGNALIZED INTERSECTION
- STOP — ALL-WAY STOP
- ONE-WAY STREET

| REVISIONS | | | |
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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

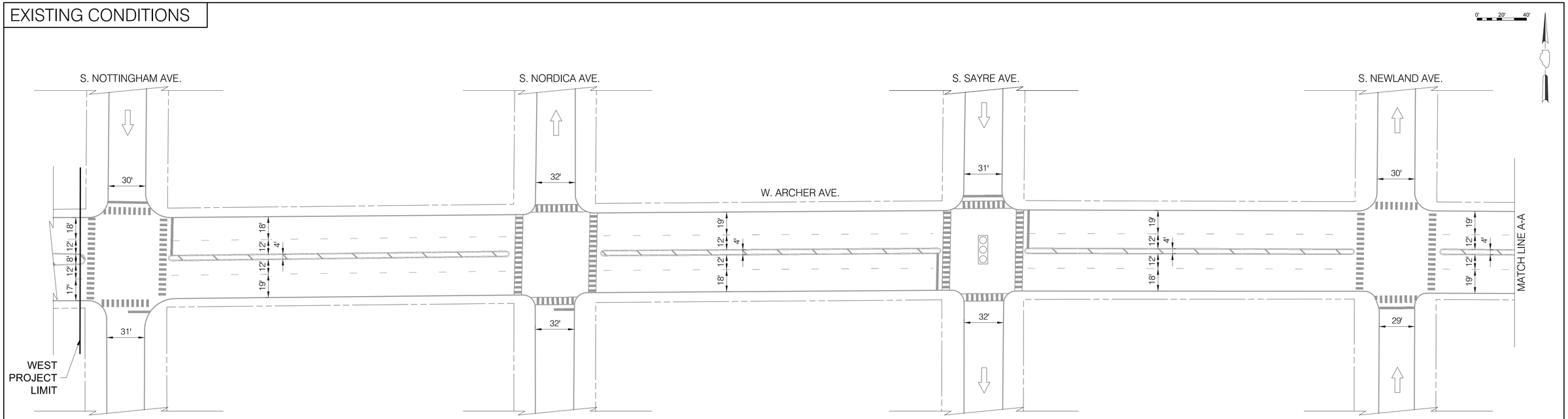
E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO
S. COTTAGE GROVE AVE.

SCALE: 1" = 40'

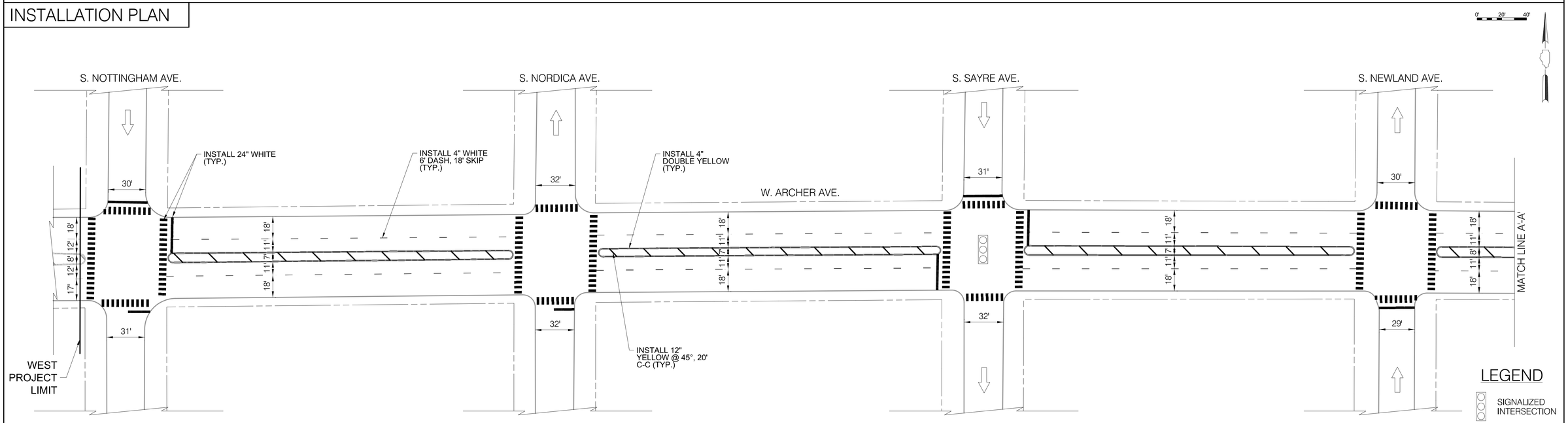
SHEET NO.
34

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

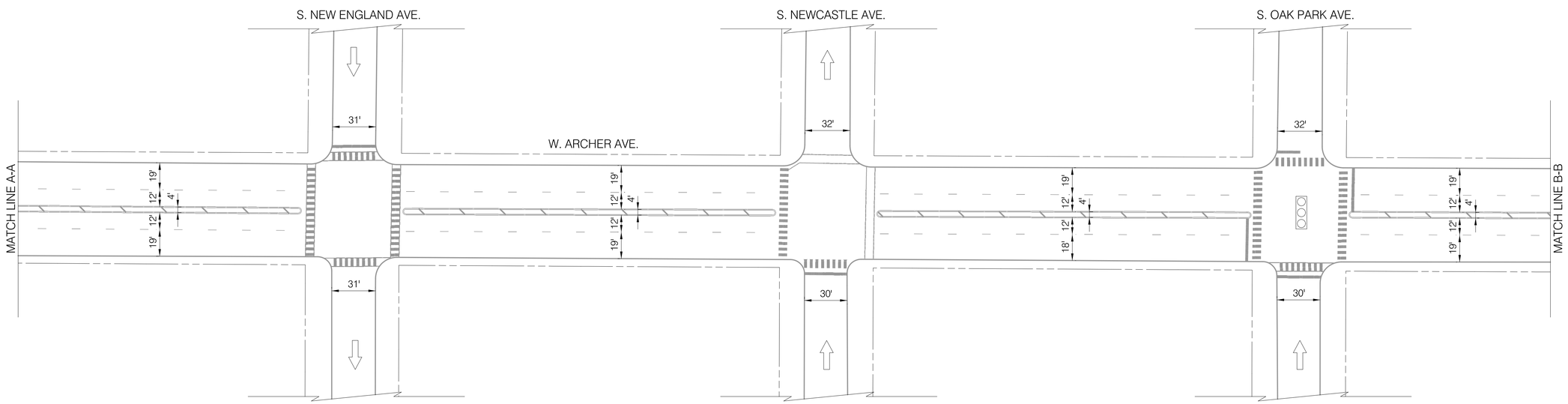
W. ARCHER AVENUE
S. NOTTINGHAM AVE. TO
S. NARRAGANSETT AVE.

SCALE: 1" = 40'

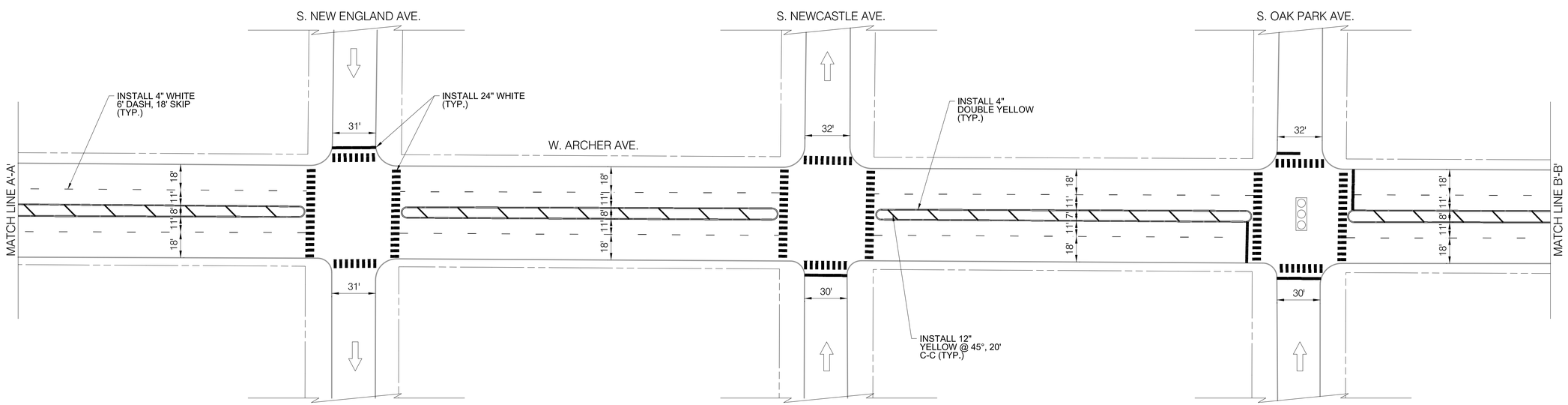
SHEET NO.
35

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

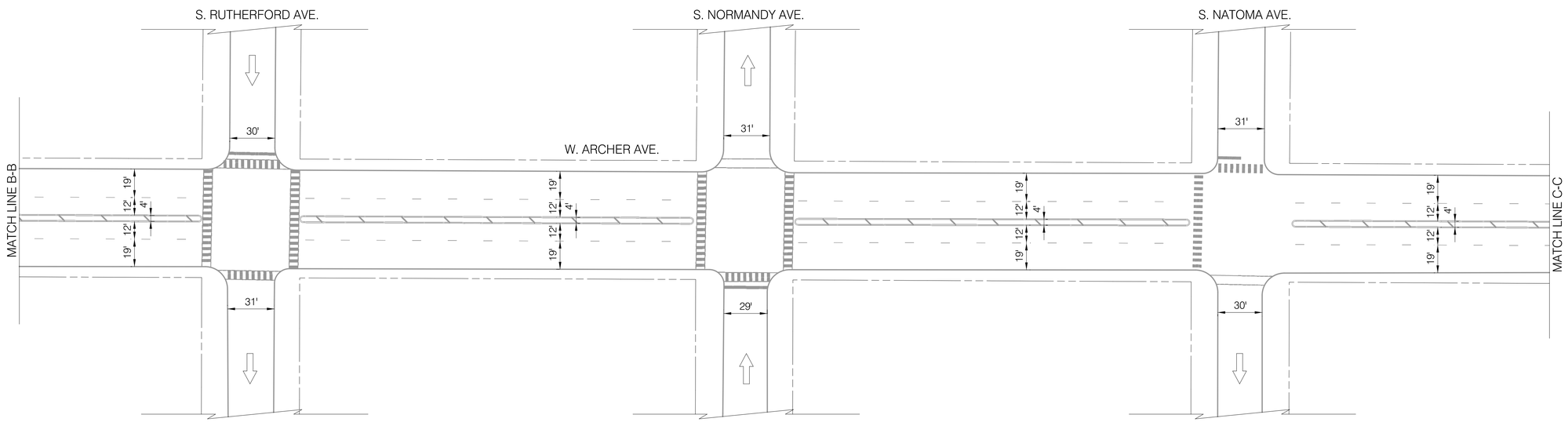
W. ARCHER AVENUE
S. NOTTINGHAM AVE. TO
S. NARRAGANSETT AVE.

SCALE: 1" = 40'

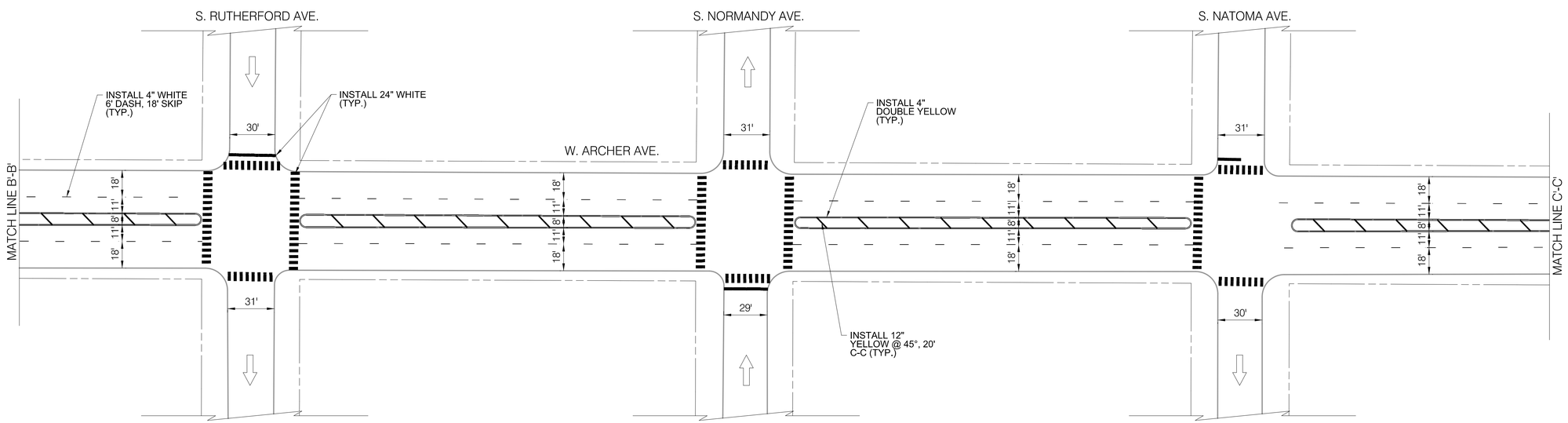
SHEET NO.
36

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

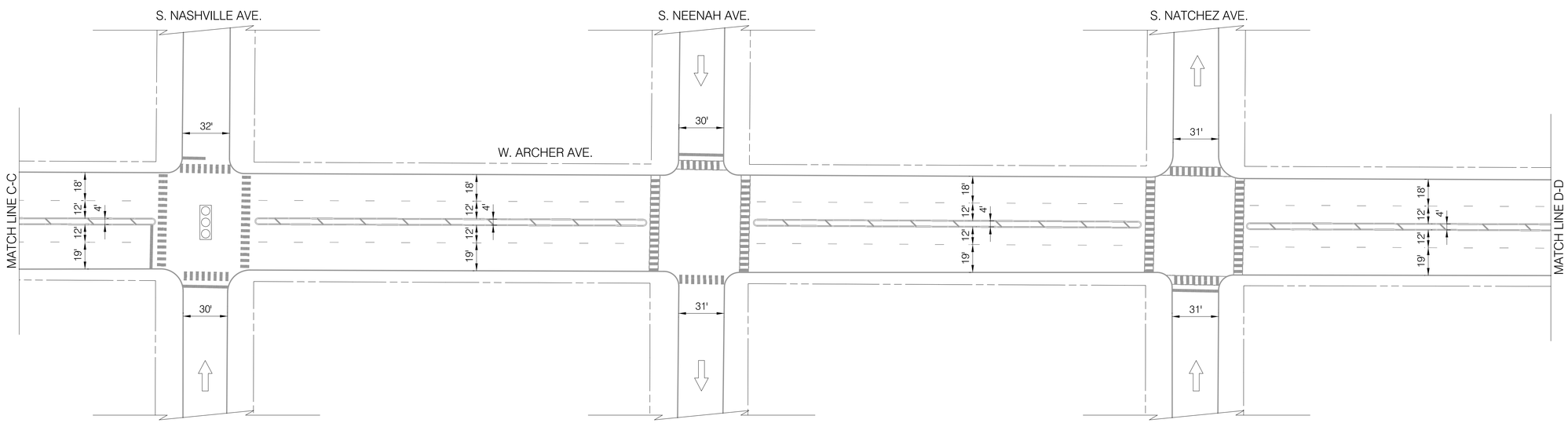
W. ARCHER AVENUE
S. NOTTINGHAM AVE. TO
S. NARRAGANSETT AVE.

SCALE: 1" = 40'

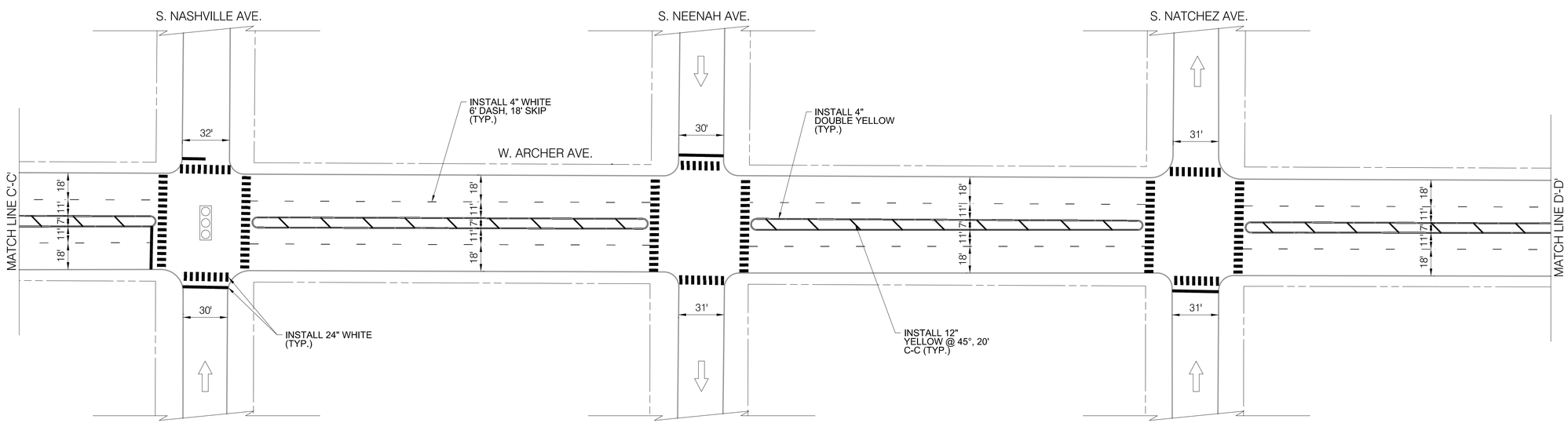
SHEET NO.
37

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

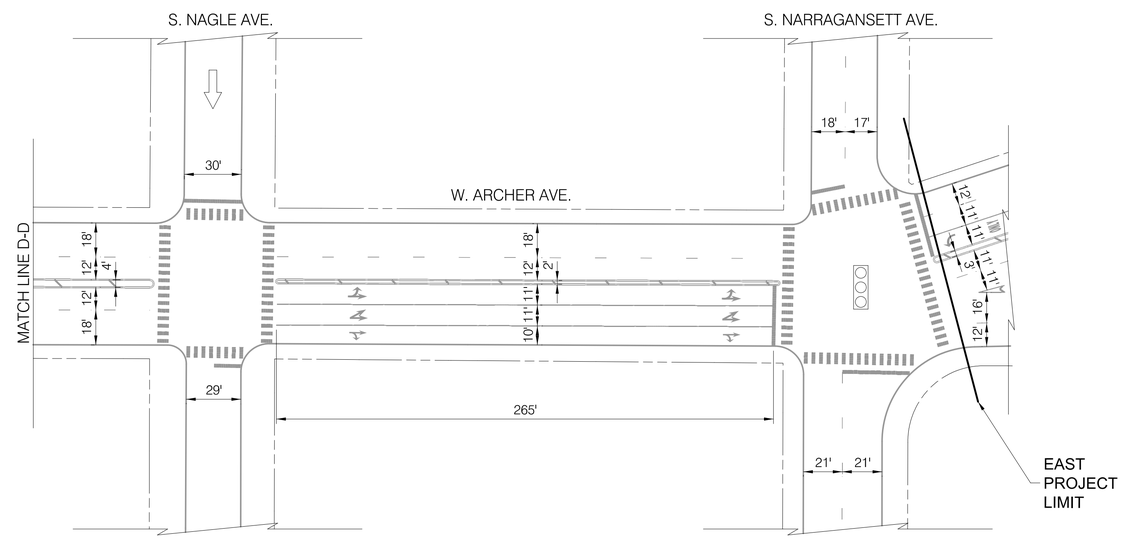
W. ARCHER AVENUE
S. NOTTINGHAM AVE. TO
S. NARRAGANSETT AVE.

SCALE: 1" = 40'

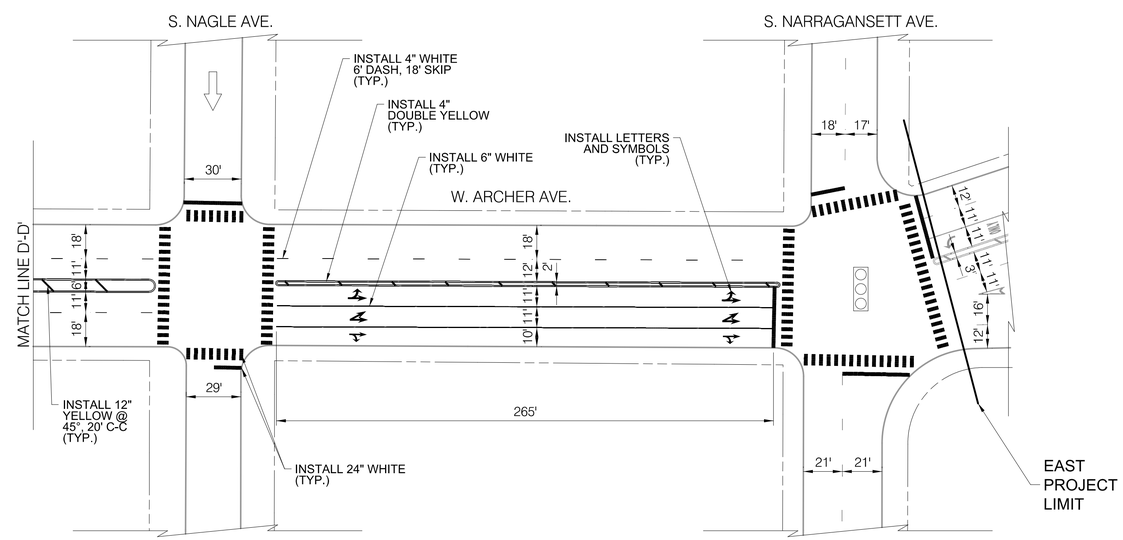
SHEET NO.
38

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

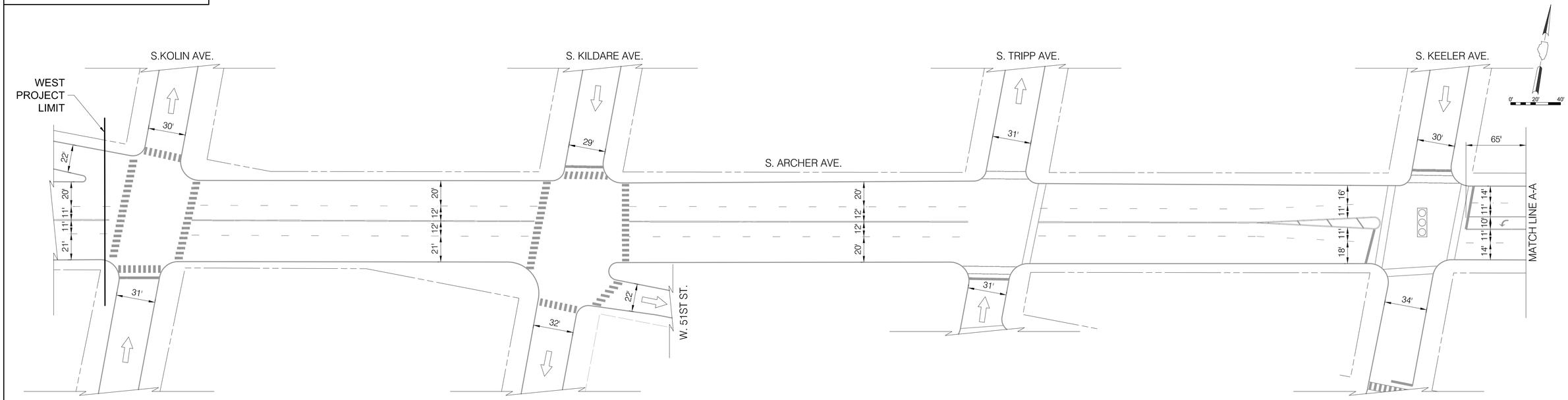
W. ARCHER AVENUE
S. NOTTINGHAM AVE. TO
S. NARRAGANSETT AVE.

SCALE: 1" = 40'

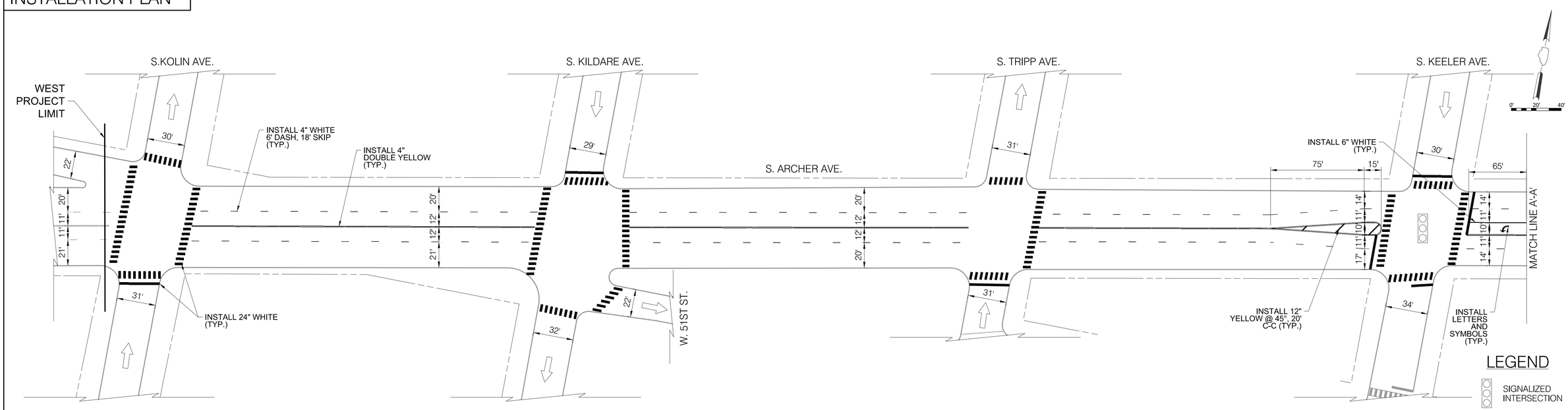
SHEET NO.
39

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




## LEGEND

- SIGNALIZED INTERSECTION
- STOP ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

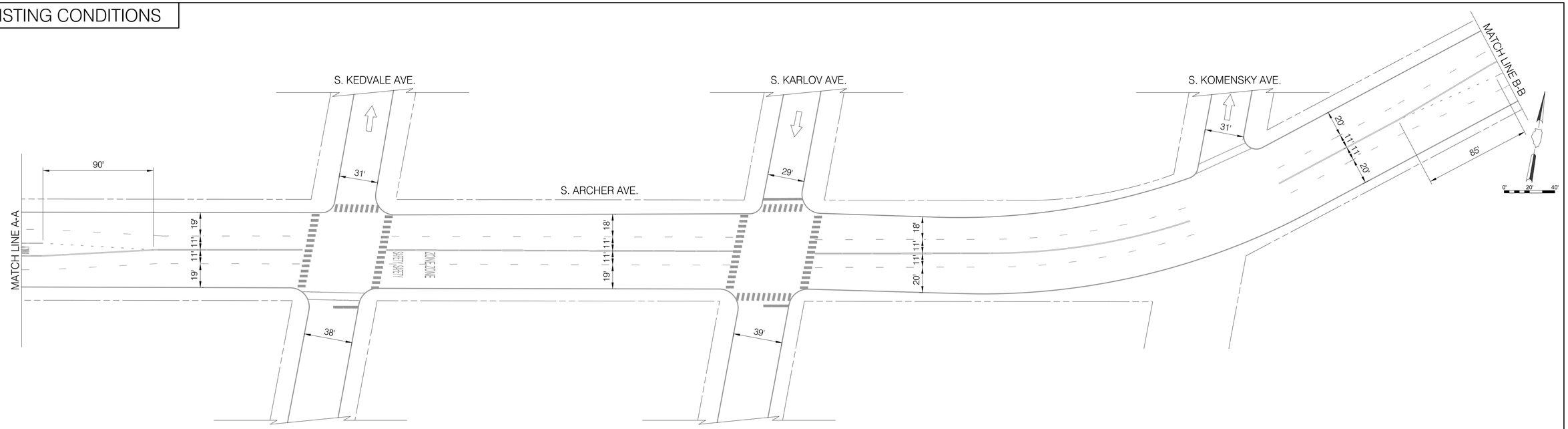
S. ARCHER AVENUE
S. KOLIN AVE. TO W. 47TH ST.

SCALE: 1" = 40'

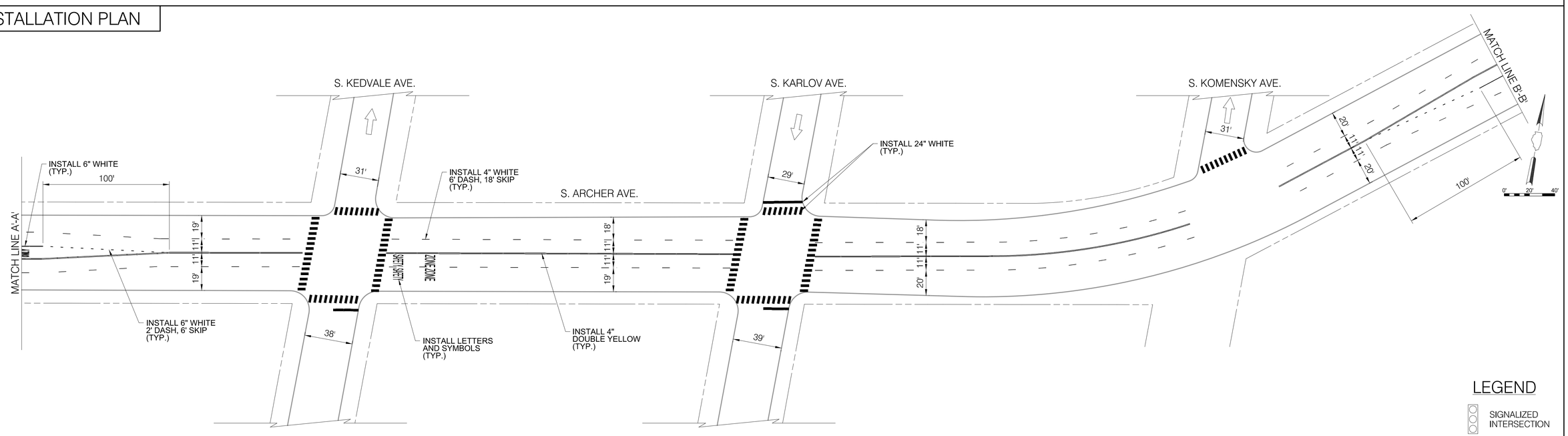
SHEET NO.
40

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

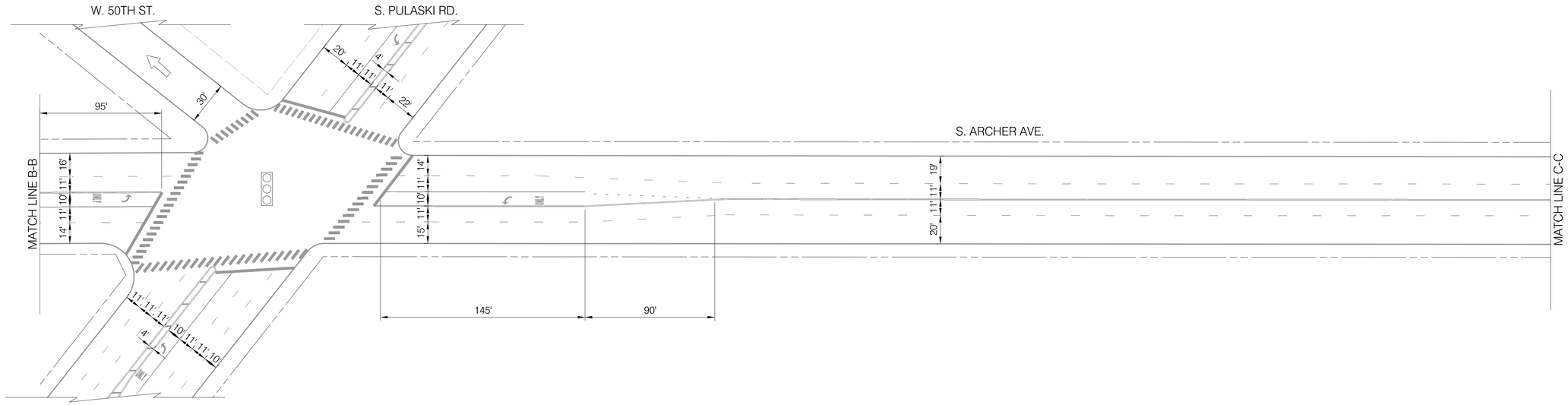
S. ARCHER AVENUE
S. KOLIN AVE. TO W. 47TH ST.

SCALE: 1" = 40'

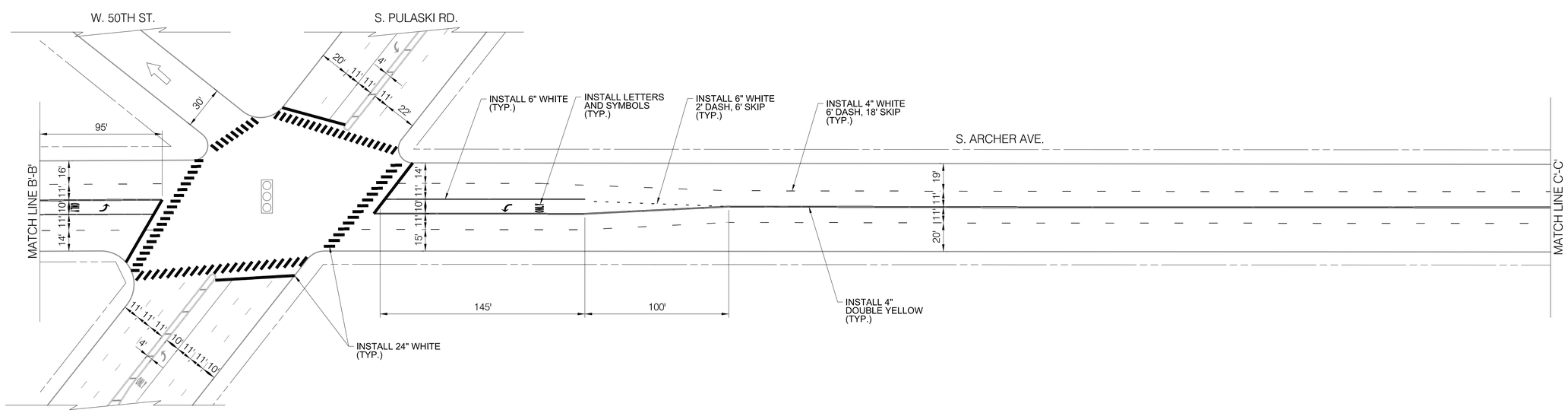
SHEET NO.
41

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
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CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

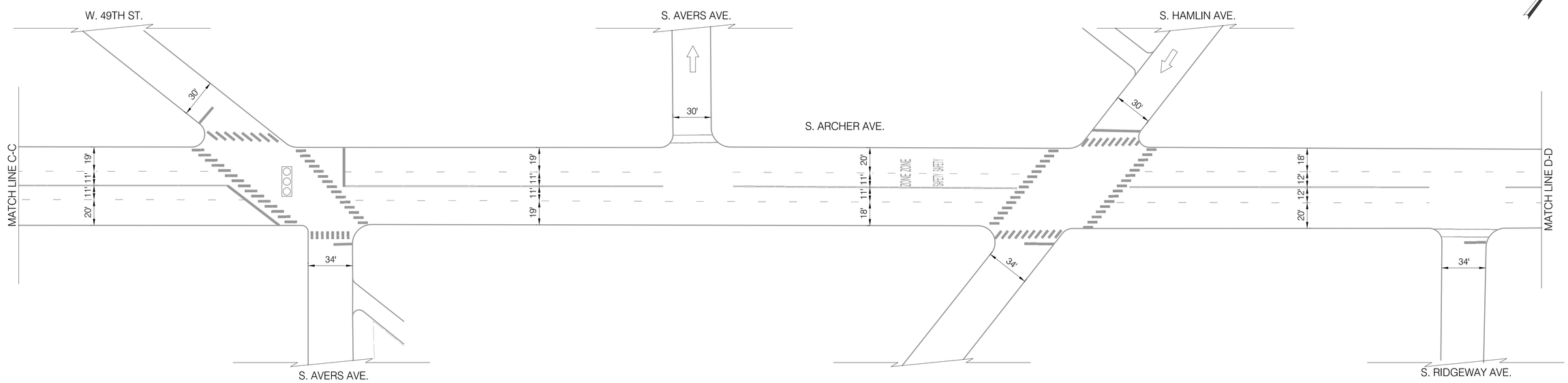
S. ARCHER AVENUE
S. KOLIN AVE. TO W. 47TH ST.

SCALE: 1" = 40'

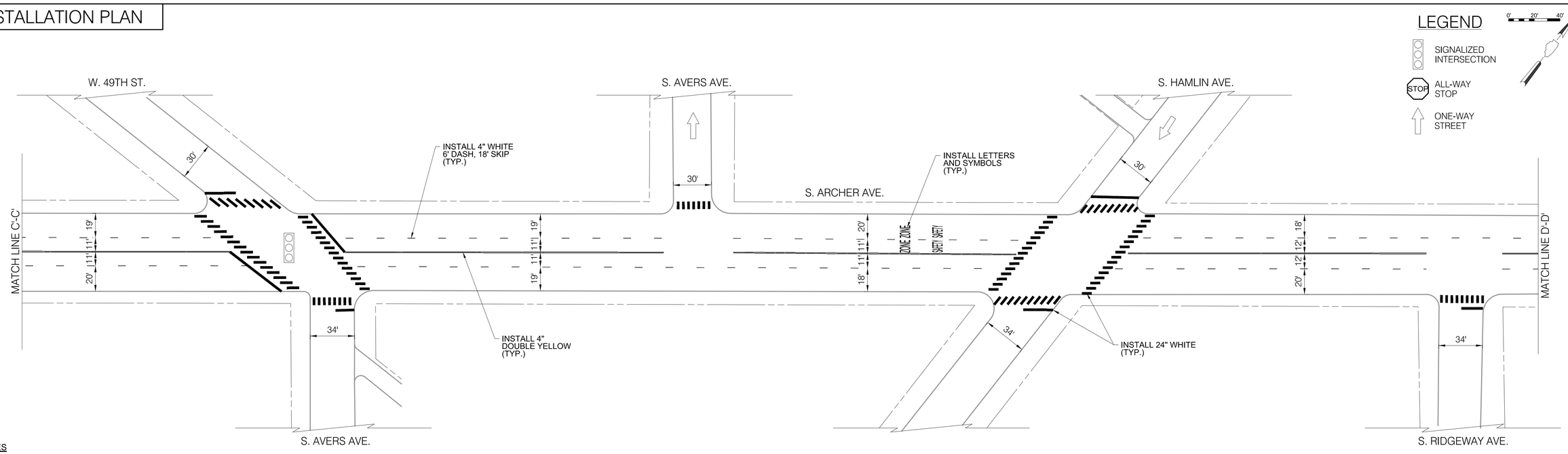
SHEET NO. 42

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

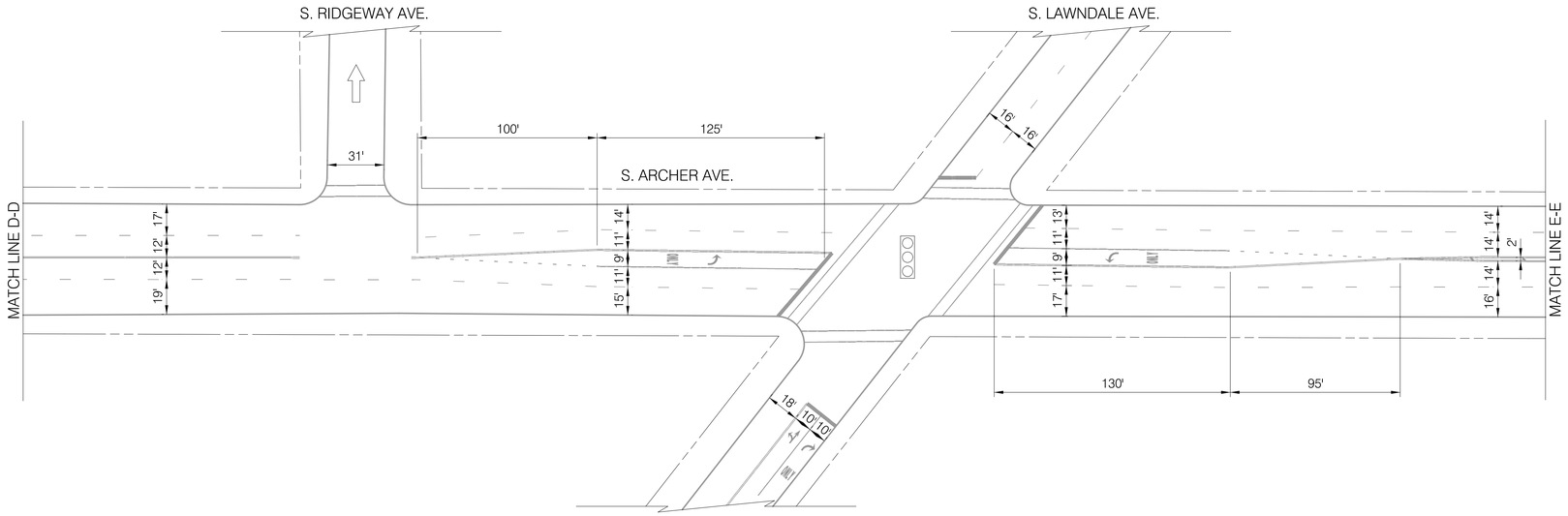
S. ARCHER AVENUE
S. KOLIN AVE. TO W. 47TH ST.

SCALE: 1" = 40'

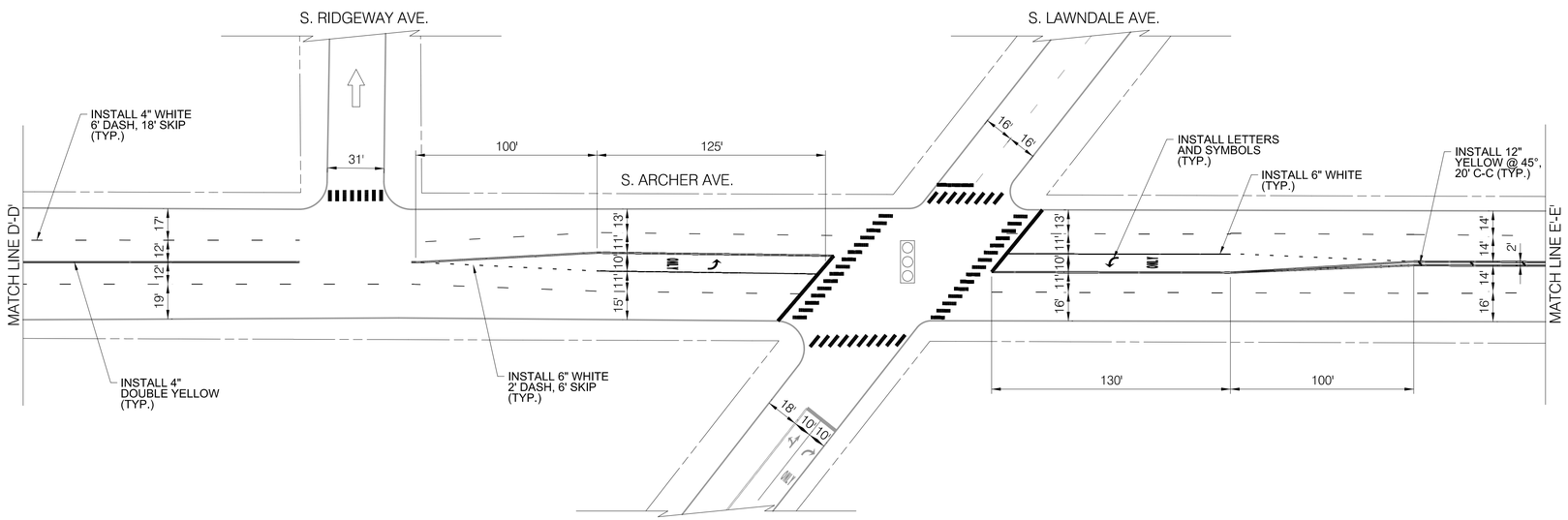
SHEET NO.
43

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
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CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

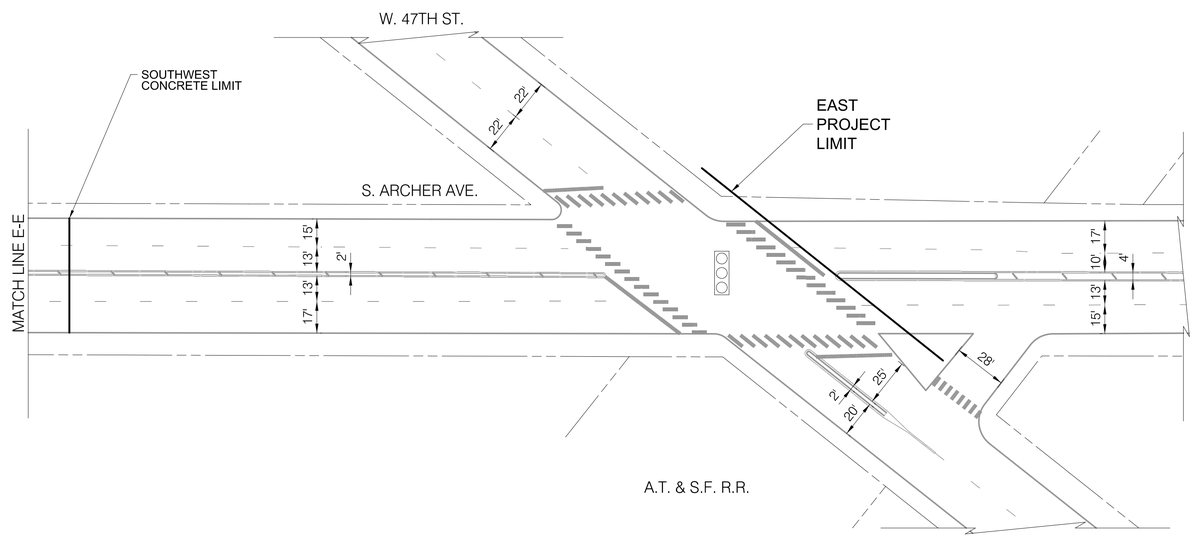
S. ARCHER AVENUE
S. KOLIN AVE. TO W. 47TH ST.

SCALE: 1" = 40'

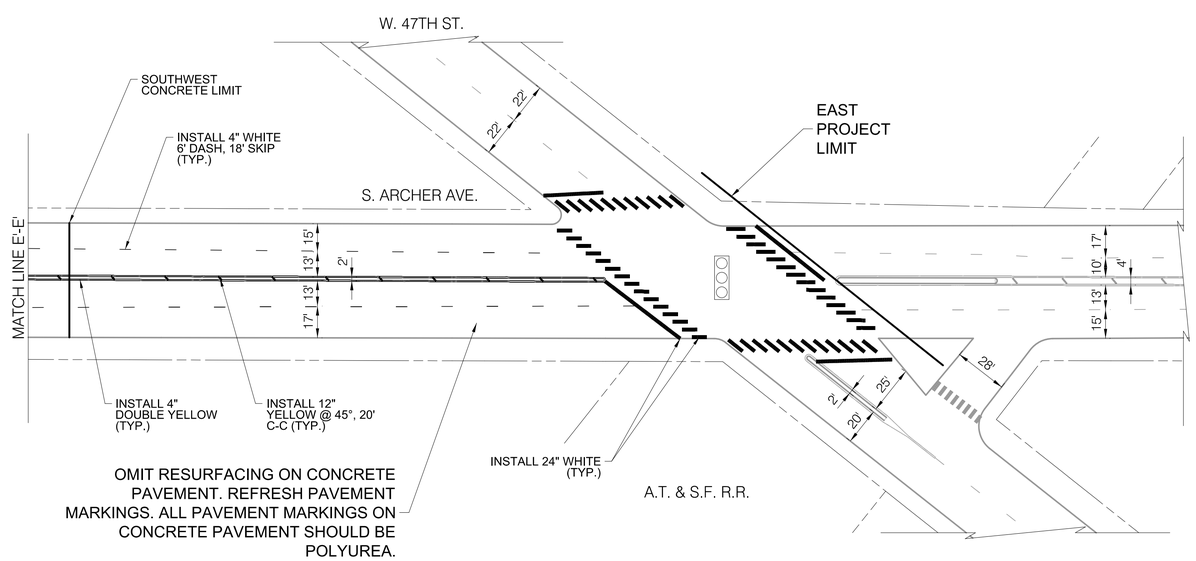
SHEET NO. 44

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

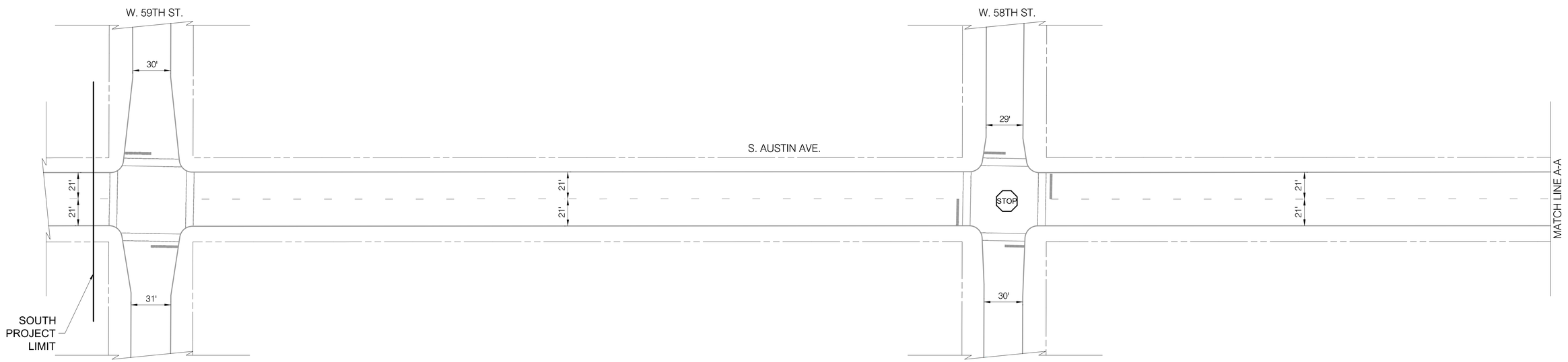
S. ARCHER AVENUE
S. KOLIN AVE. TO W. 47TH ST.

SCALE: 1" = 40'

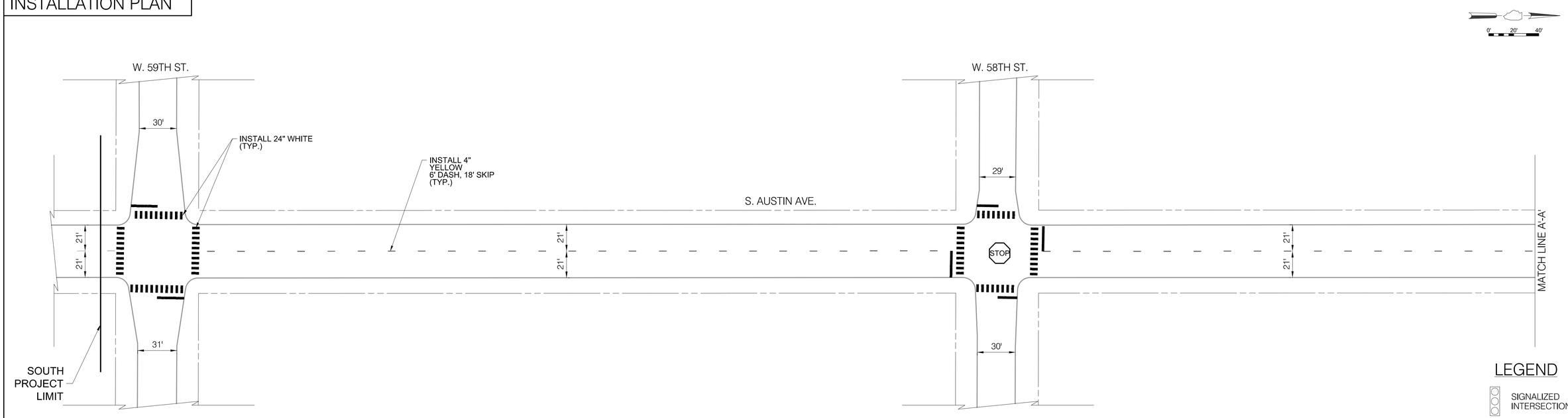
SHEET NO. 45

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

LEGEND

- SIGNALIZED INTERSECTION
- STOP ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

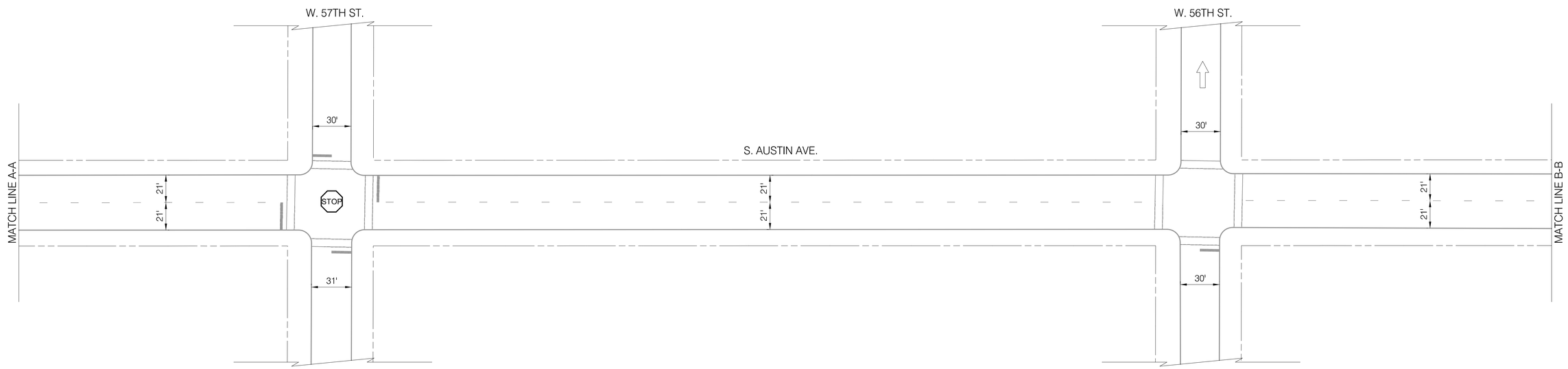
S. AUSTIN AVENUE
W. 59TH ST. TO W. 55TH ST.

SCALE: 1" = 40'

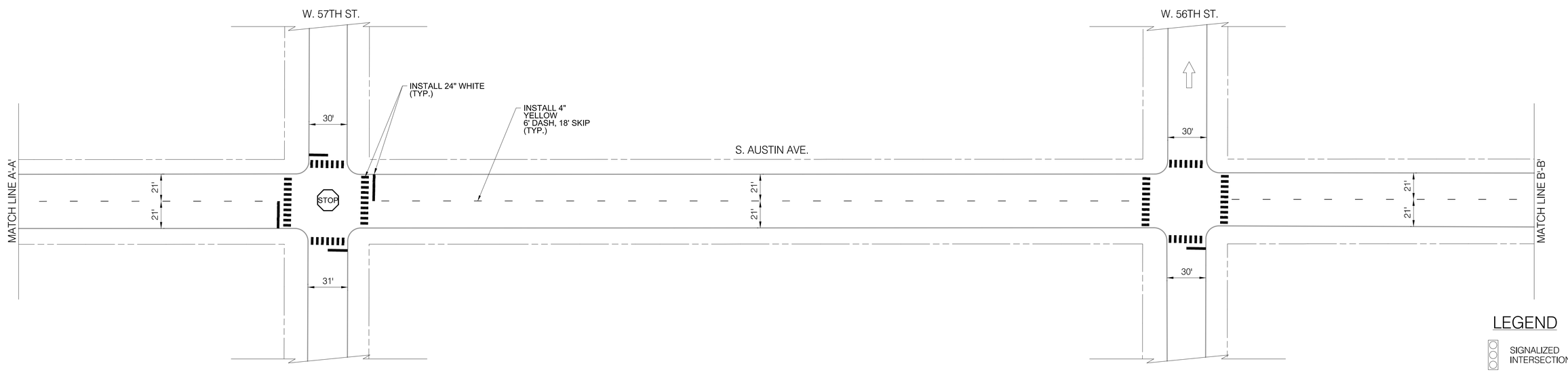
SHEET NO.
46

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

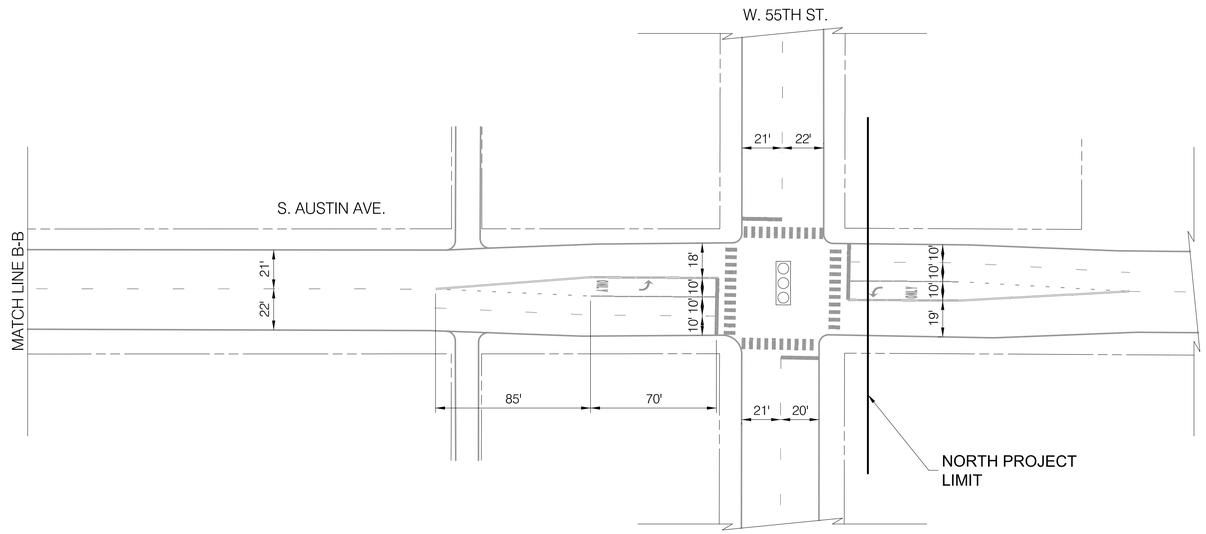
S. AUSTIN AVENUE
W. 59TH ST. TO W. 55TH ST.

SCALE: 1" = 40'

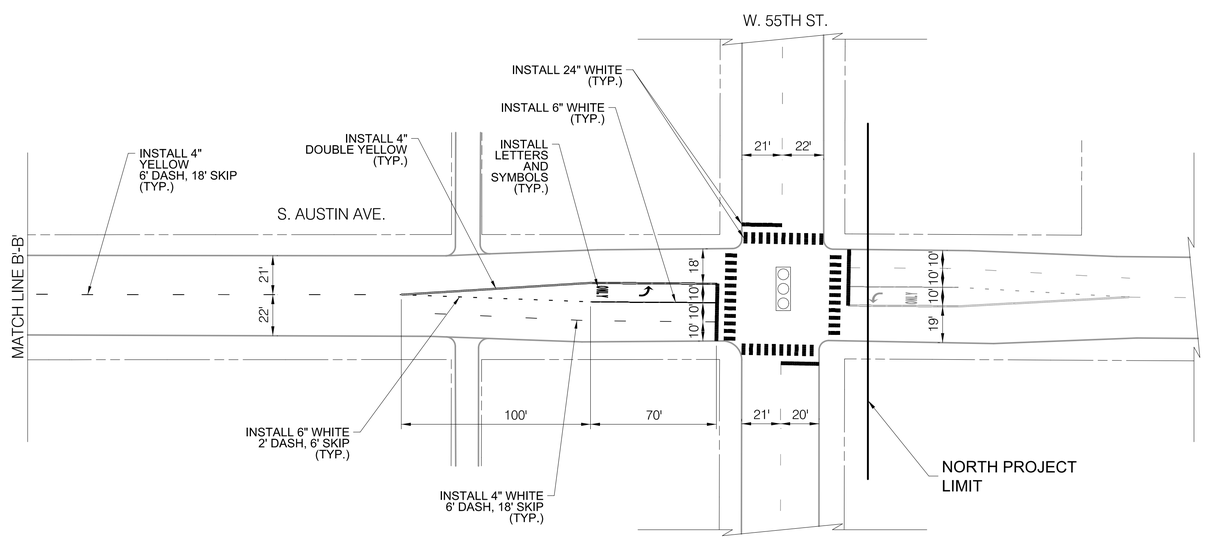
SHEET NO. 47

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

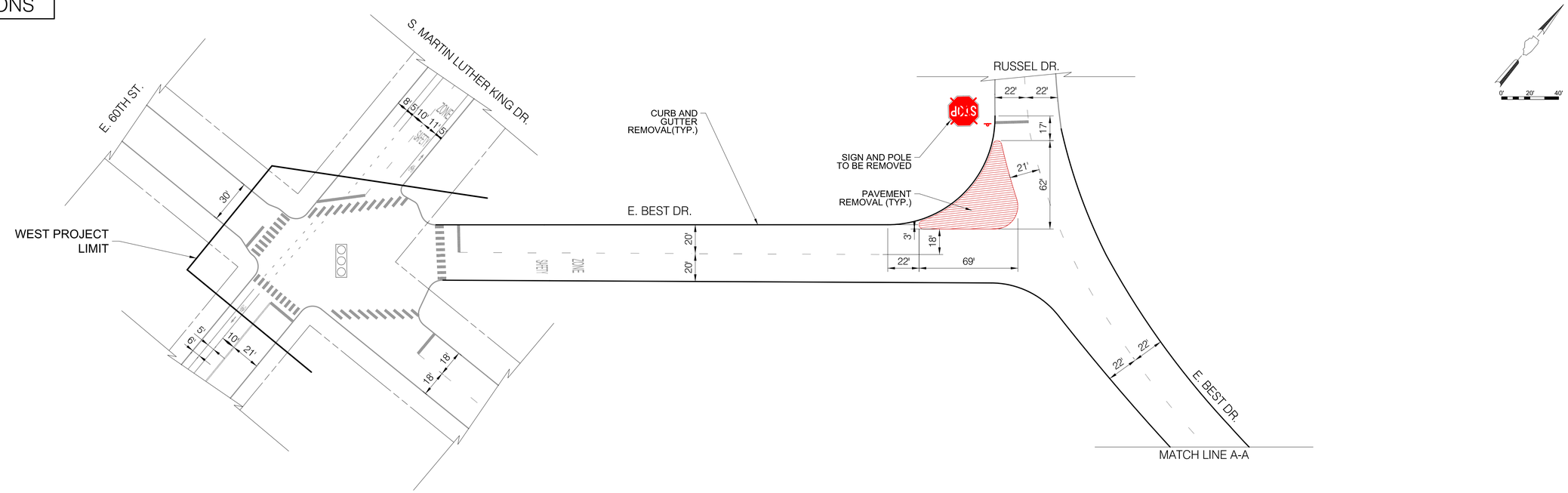
S. AUSTIN AVENUE
W. 59TH ST. TO W. 55TH ST.

SCALE: 1" = 40'

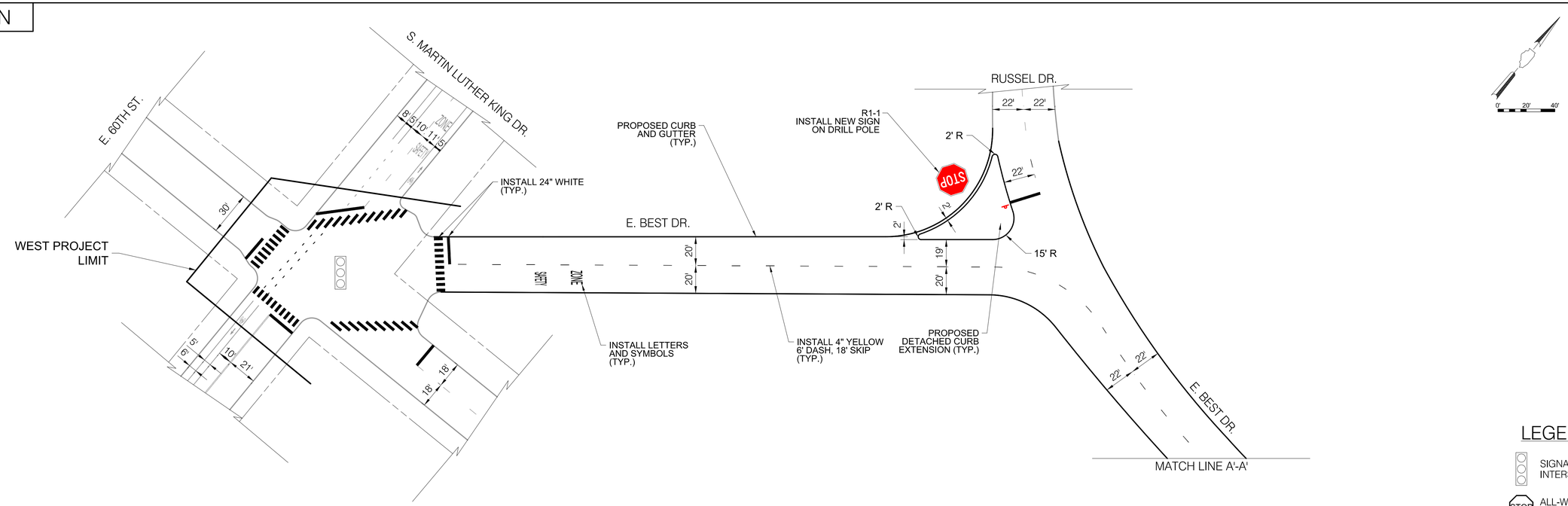
SHEET NO. 48

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

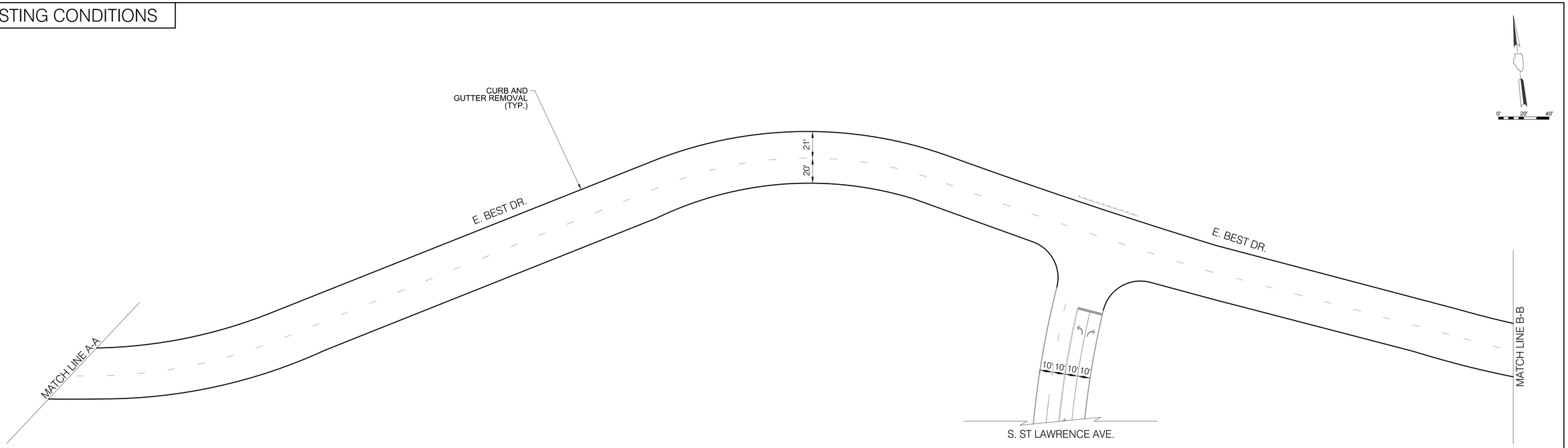
E. BEST DRIVE
S. DR. MARTIN LUTHER KING DR.
TO PAYNE DR.

SCALE: 1" = 40'

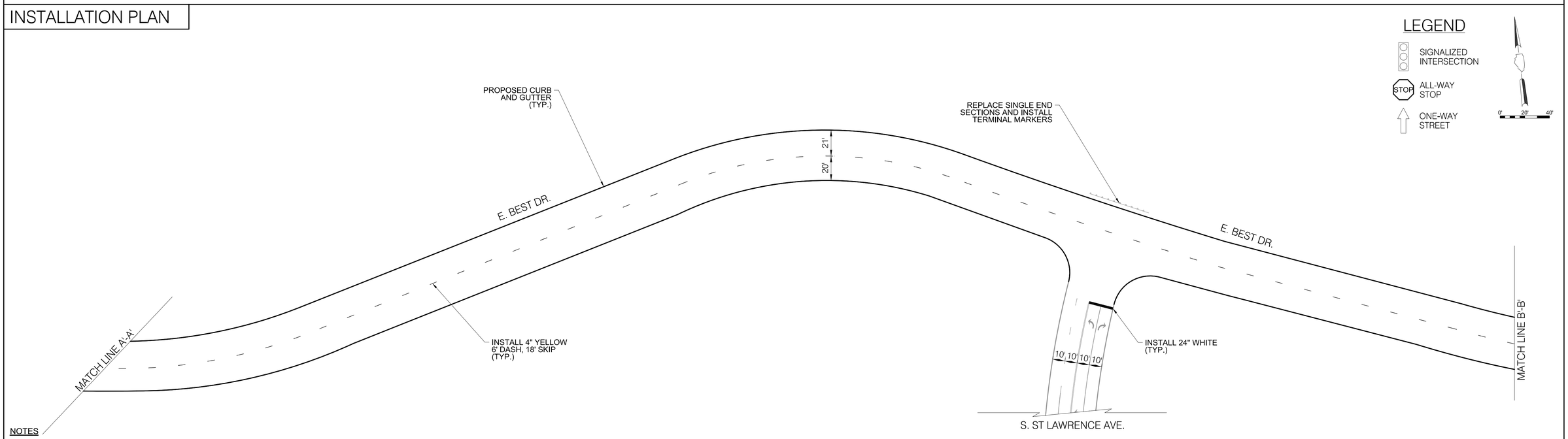
SHEET NO.
49

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

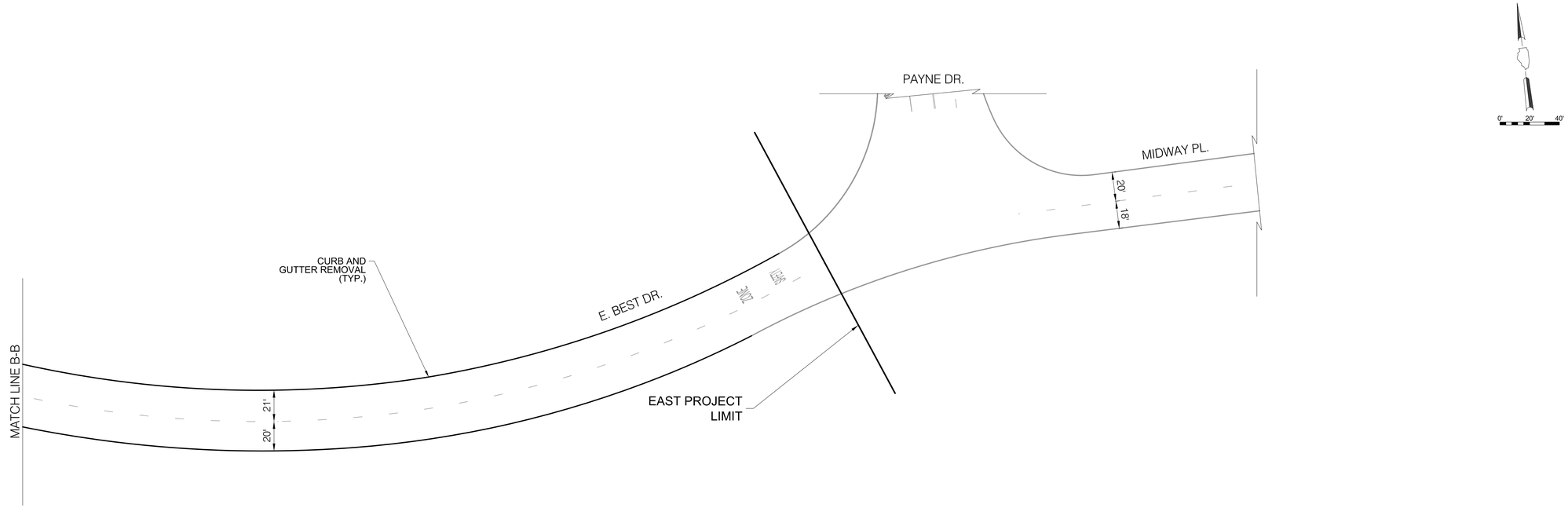
E. BEST DRIVE
S. DR. MARTIN LUTHER KING DR.
TO PAYNE DR.

SCALE: 1" = 40'

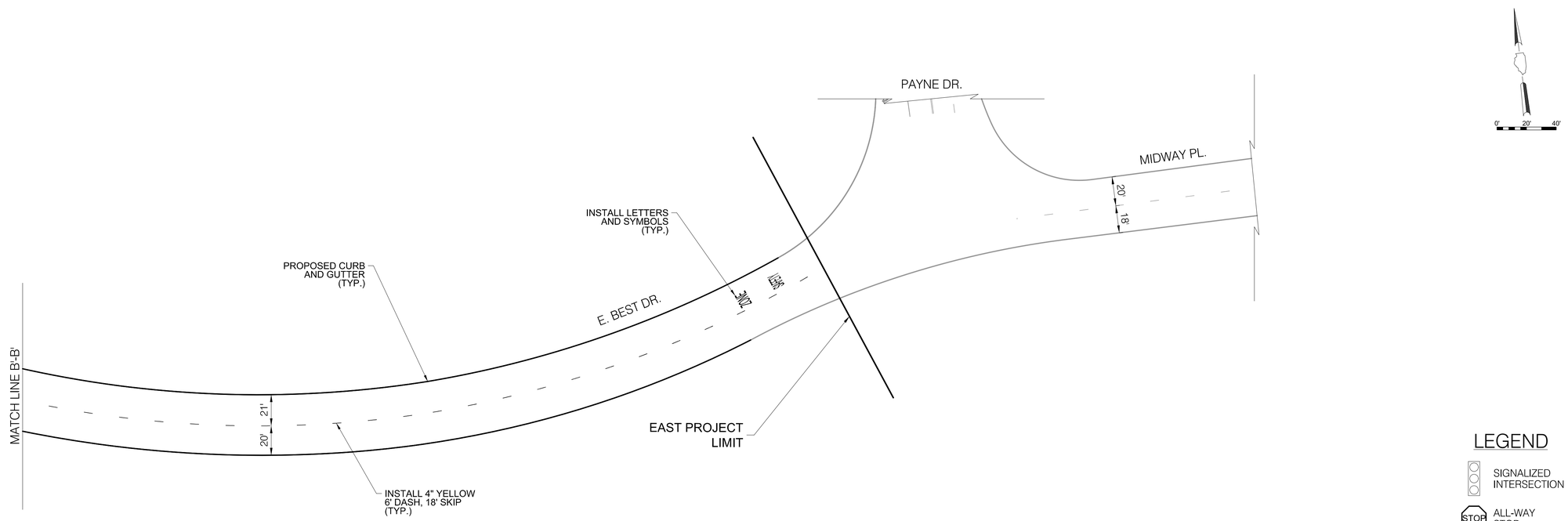
SHEET NO.
50

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

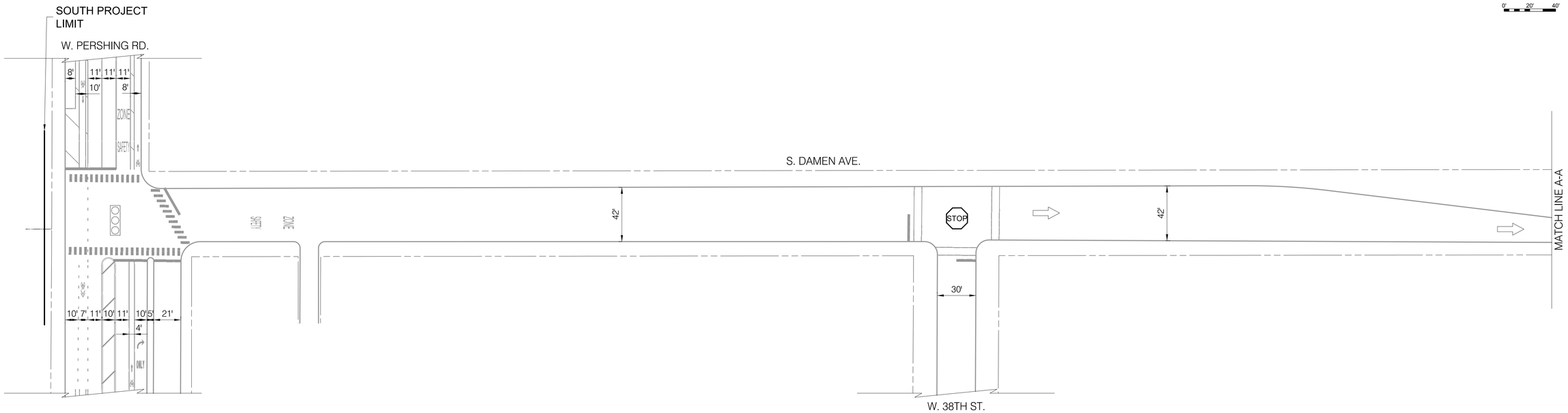
E. BEST DRIVE
S. DR. MARTIN LUTHER KING DR.
TO PAYNE DR.

SCALE: 1" = 40'

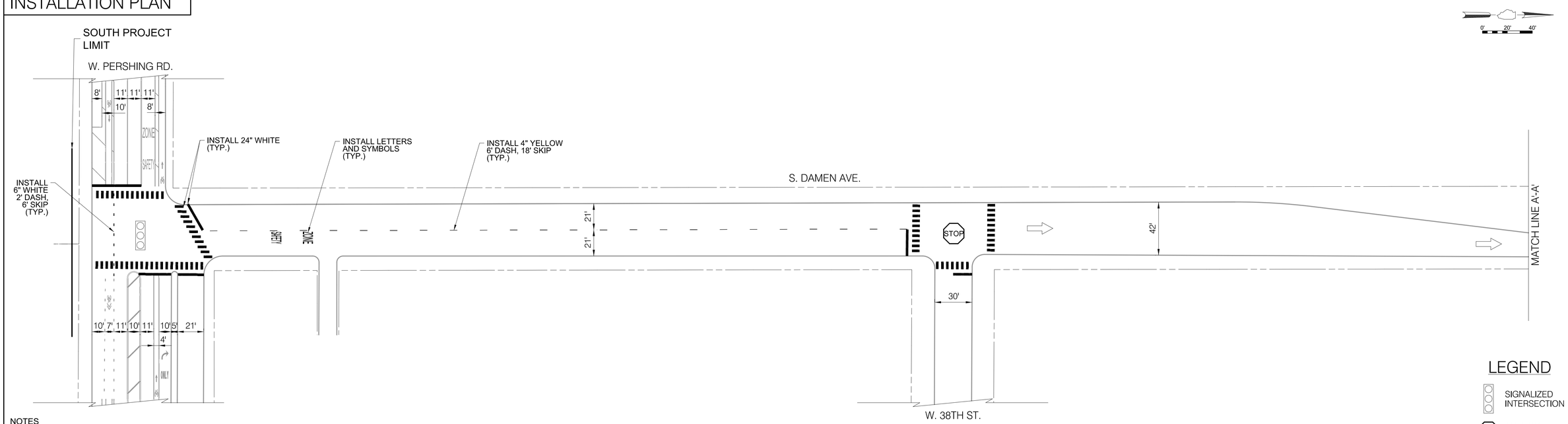
SHEET NO.
51

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

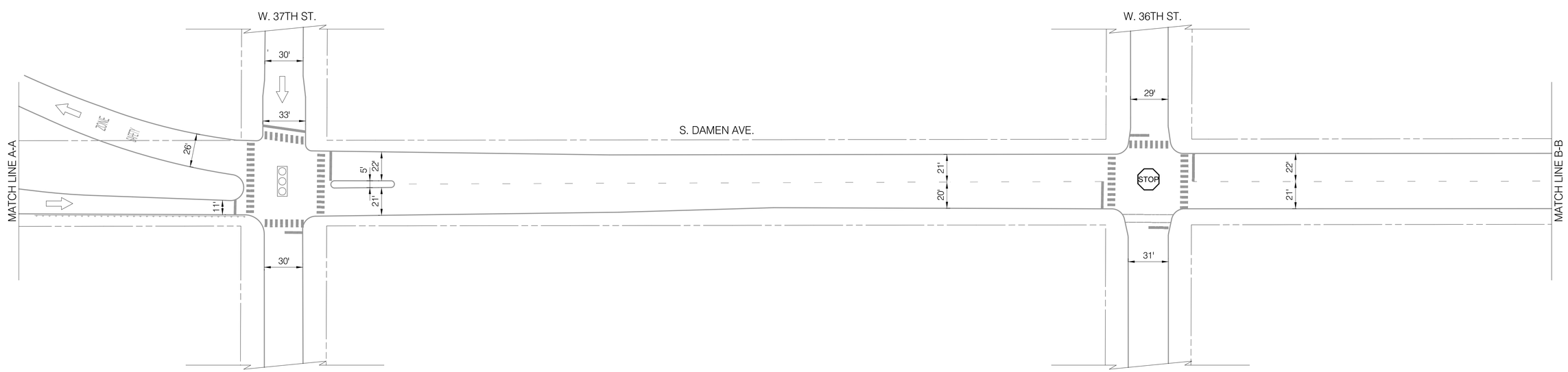
S. DAMEN AVENUE
W. 33RD ST. TO W. PERSHING RD.

SCALE: 1" = 40'

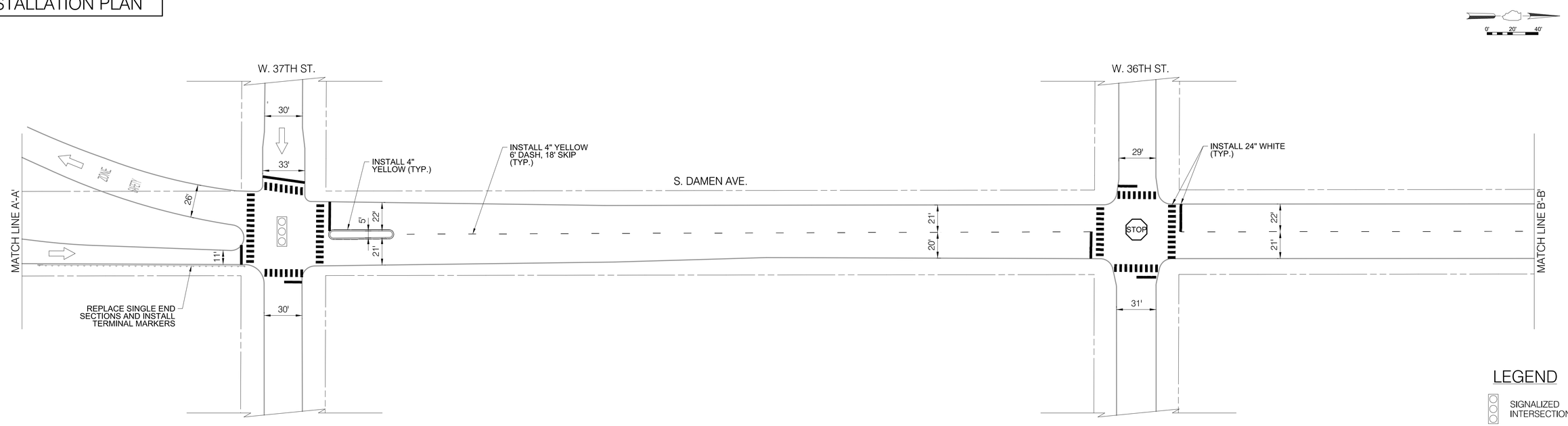
SHEET NO.
52

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- STOP ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

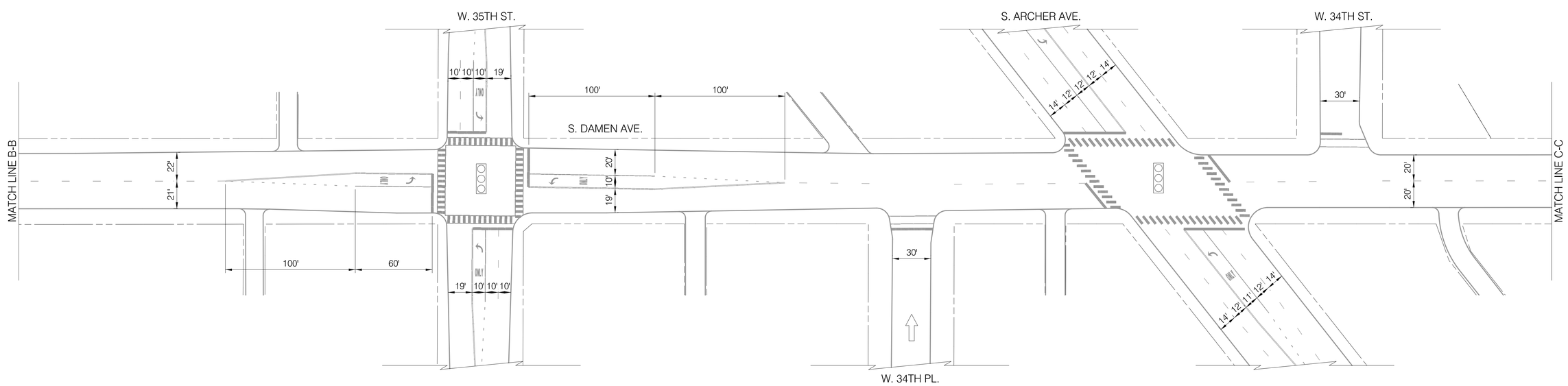
S. DAMEN AVENUE
W. 33RD ST. TO W. PERSHING RD.

SCALE: 1" = 40'

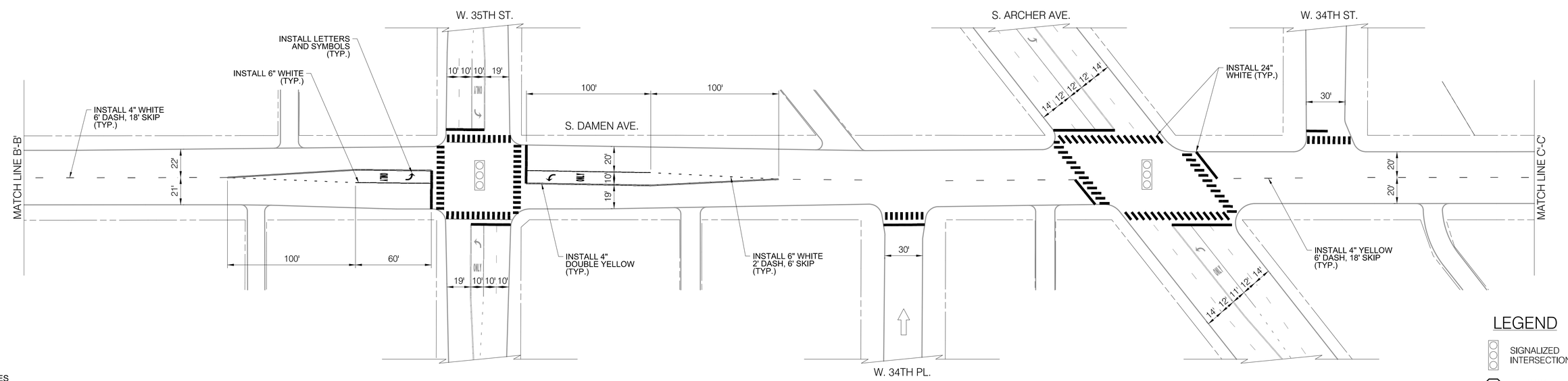
SHEET NO. 53

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

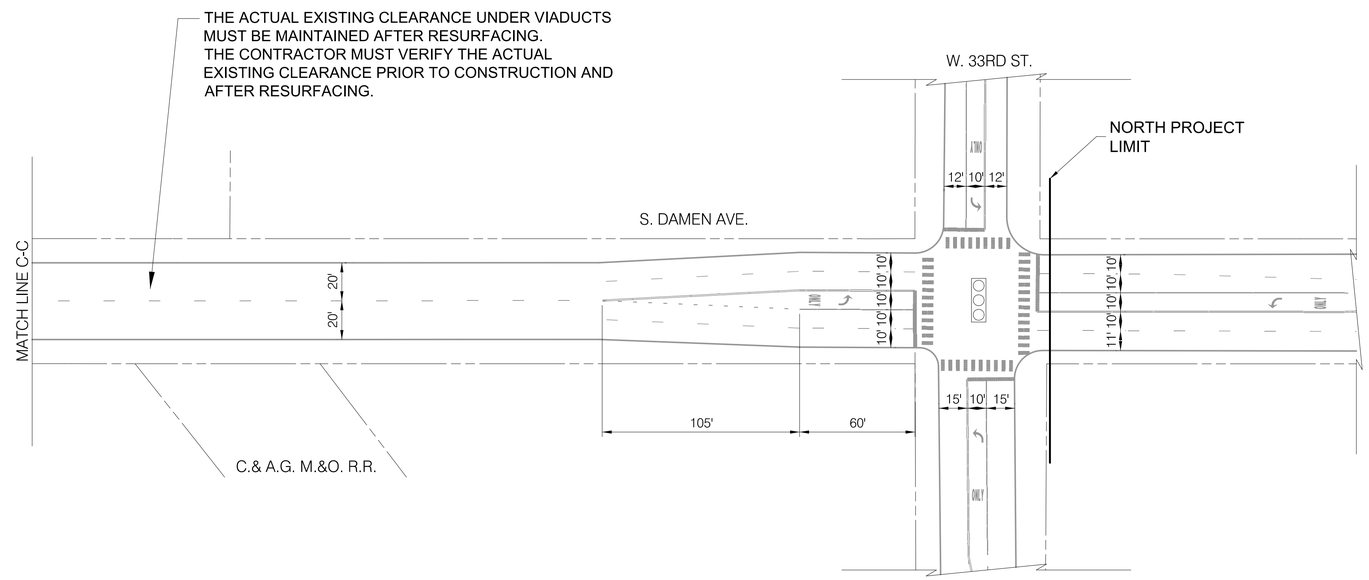
S. DAMEN AVENUE
W. 33RD ST. TO W. PERSHING RD.

SCALE: 1" = 40'

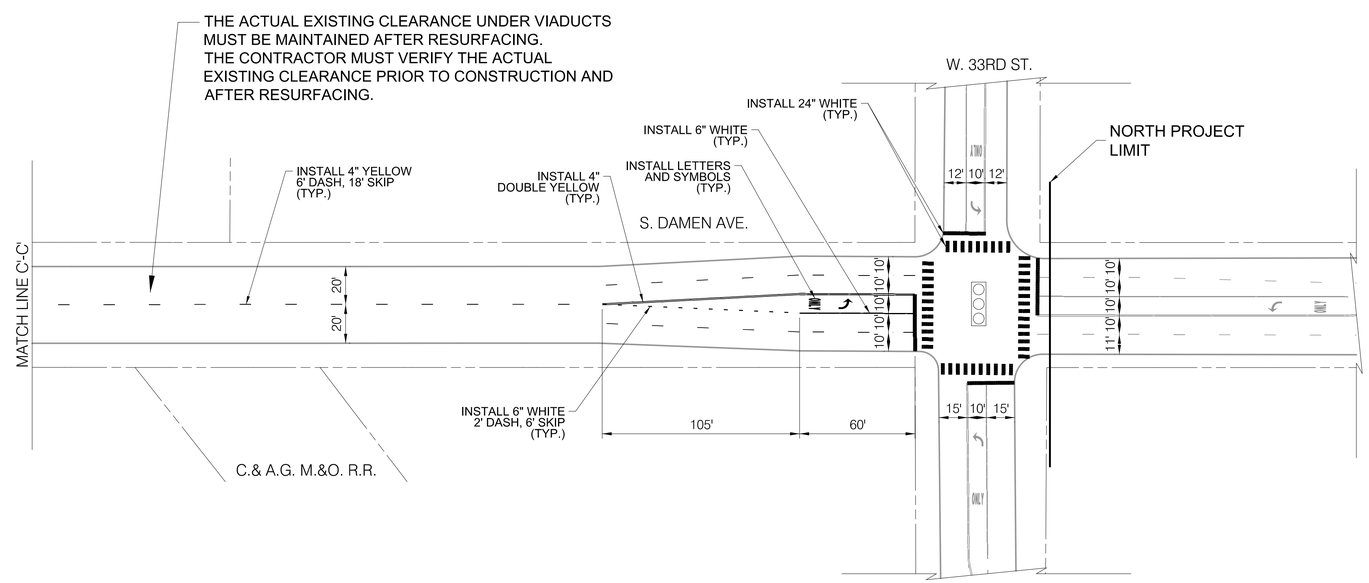
SHEET NO. 54

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

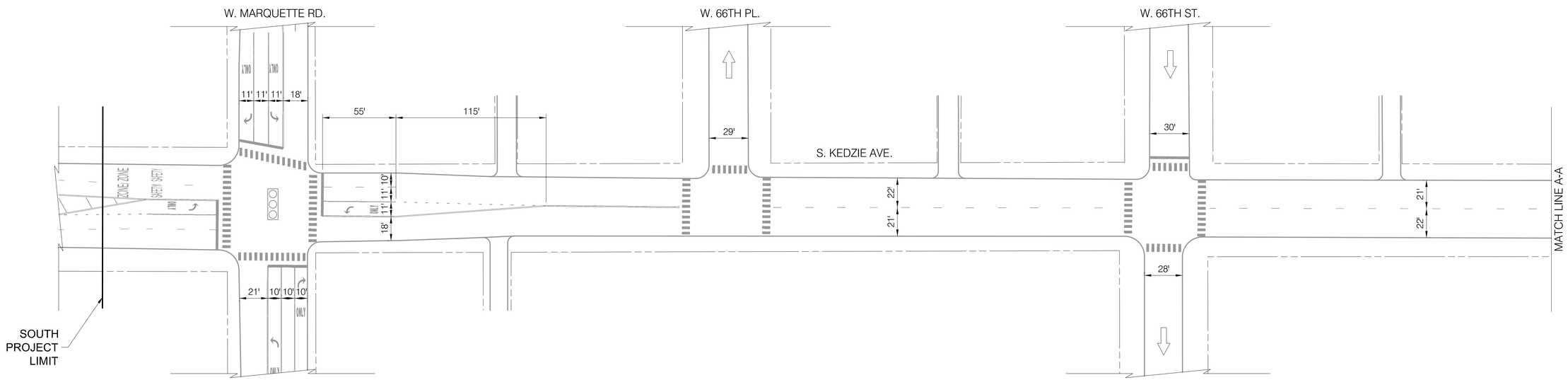
S. DAMEN AVENUE
W. 33RD ST. TO W. PERSHING RD.

SCALE: 1" = 40'

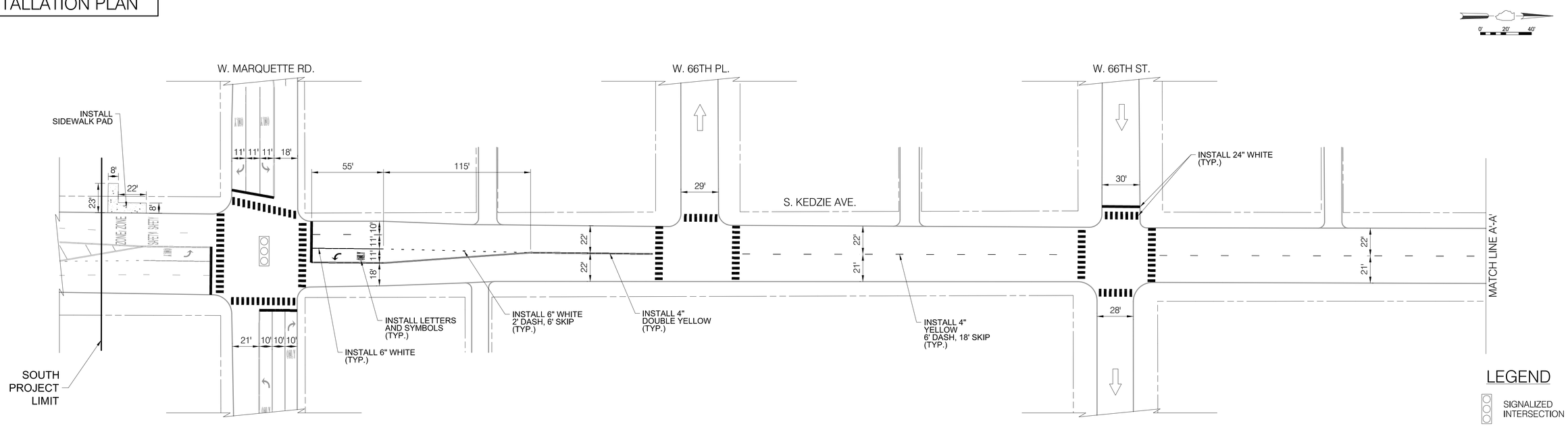
SHEET NO. 55

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
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2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

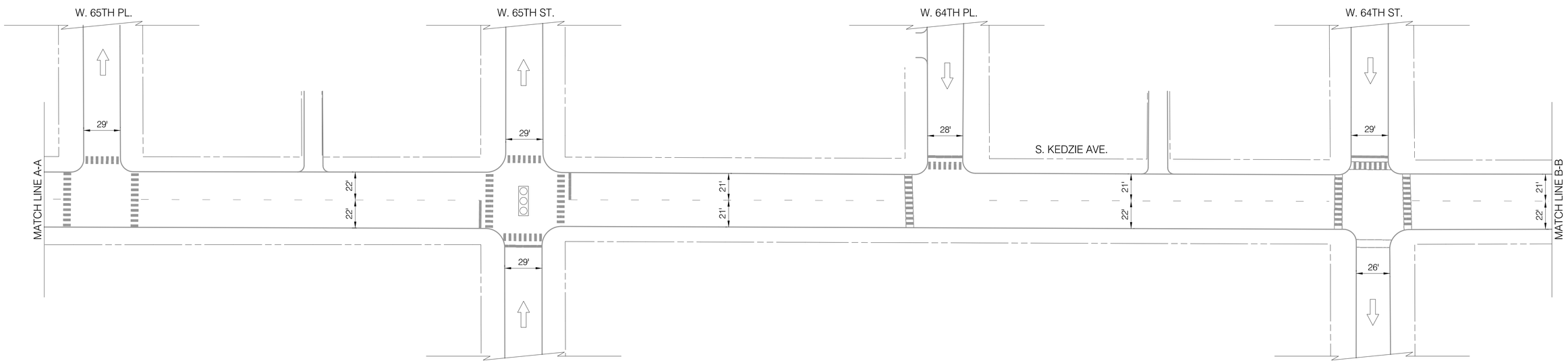
S. KEDZIE AVENUE
W. 63RD ST. TO W. MARQUETTE RD.

SCALE: 1" = 40'

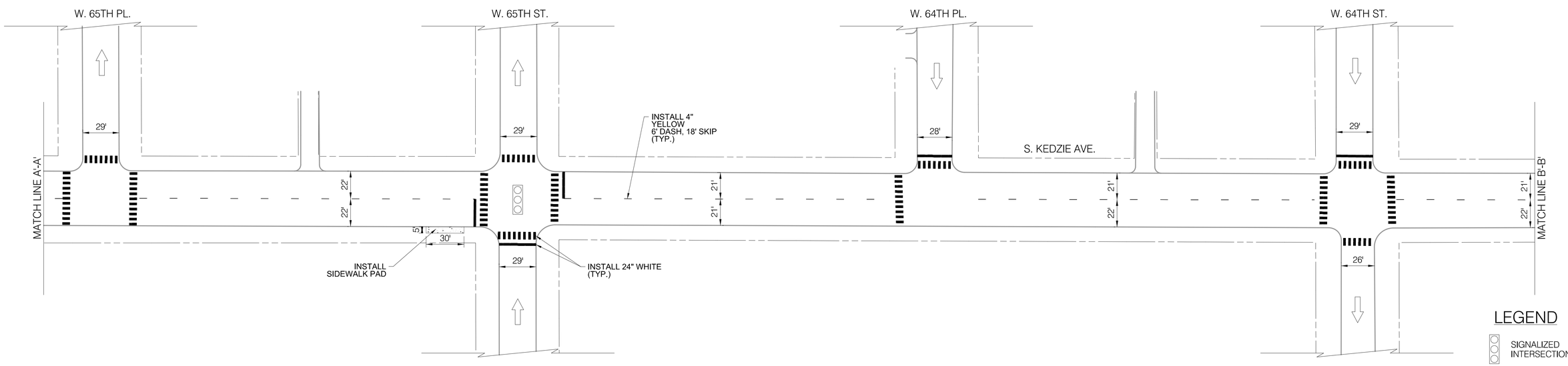
SHEET NO.
56

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

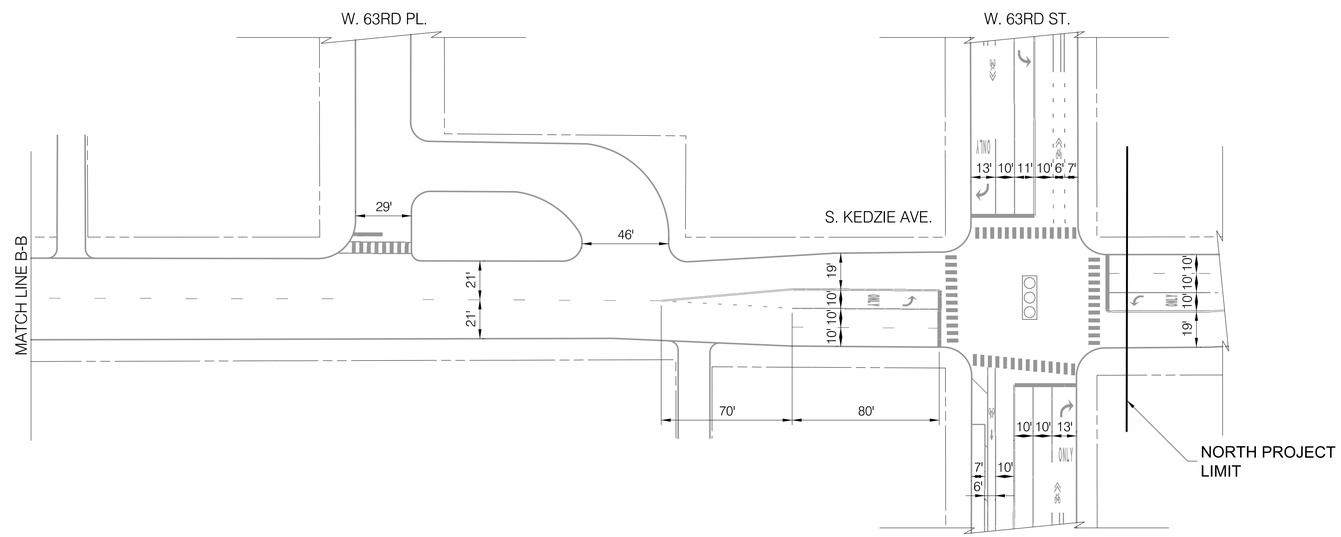
S. KEDZIE AVENUE
W. 63RD ST. TO W. MARQUETTE RD.

SCALE: 1" = 40'

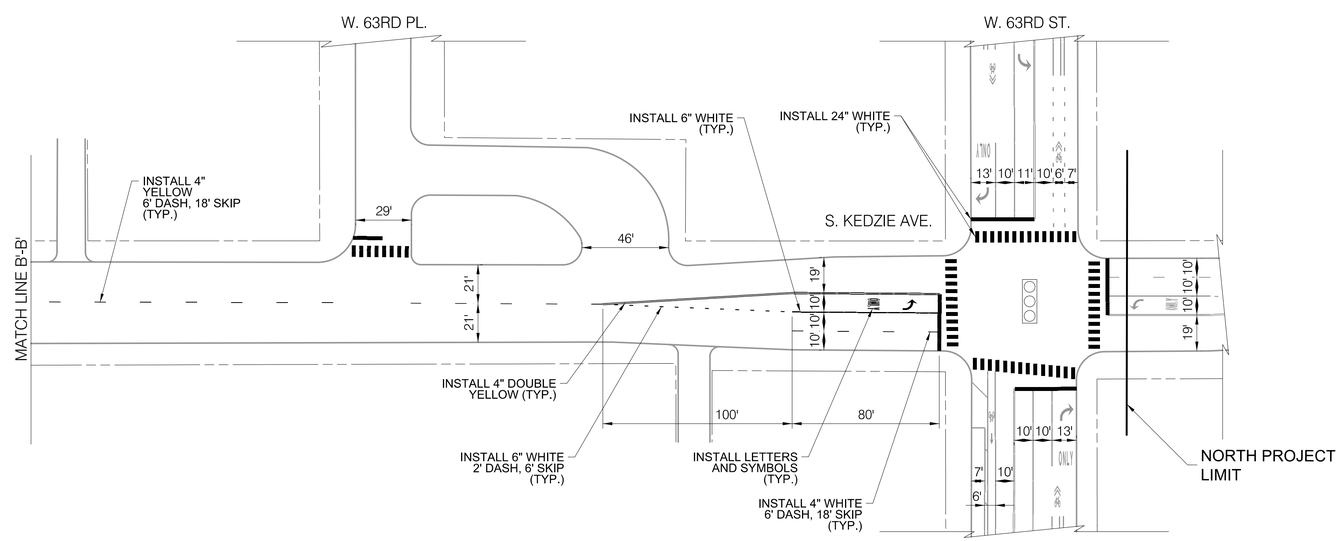
SHEET NO. 57

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

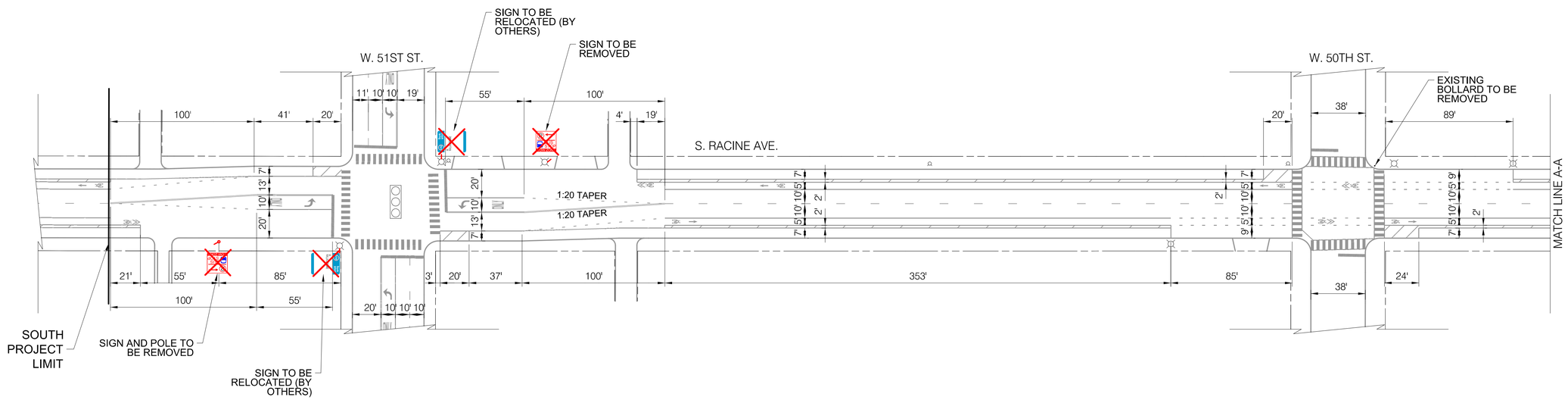
S. KEDZIE AVENUE
W. 63RD ST. TO W. MARQUETTE RD.

SCALE: 1" = 40'

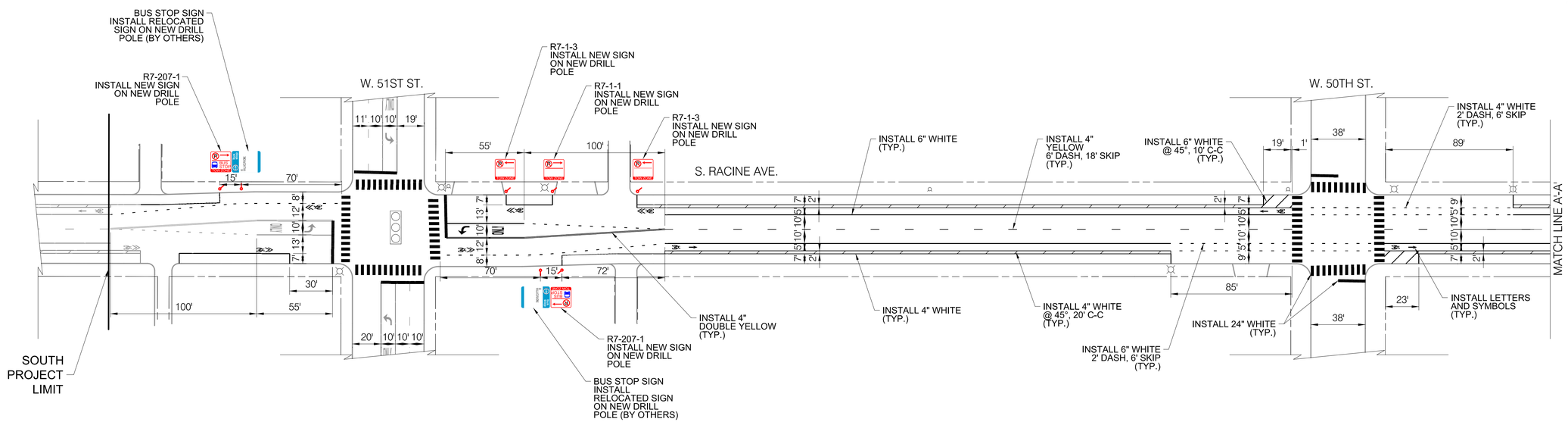
SHEET NO. 58

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

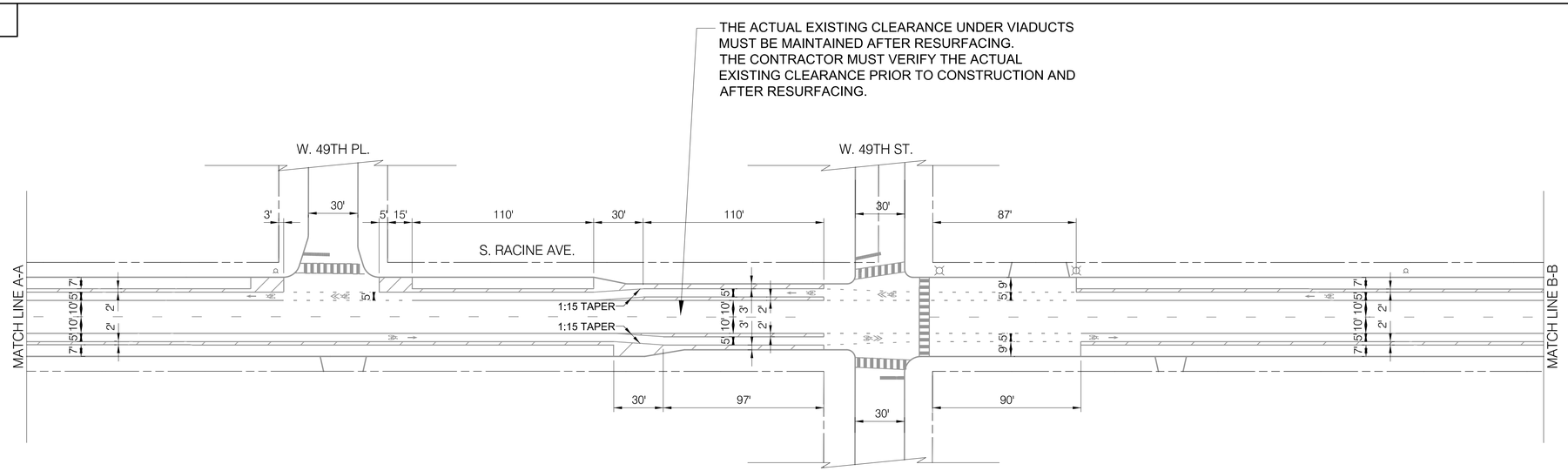
S. RACINE AVENUE
W. 47TH ST. TO W. 51ST ST.

SCALE: 1" = 40'

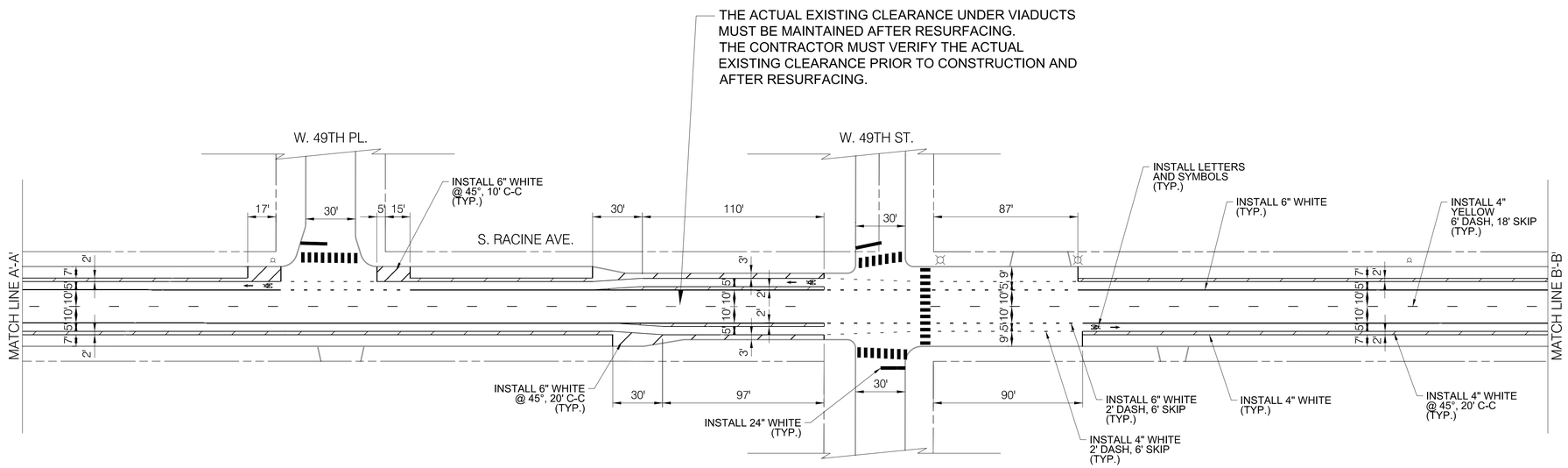
SHEET NO. 59

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
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2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

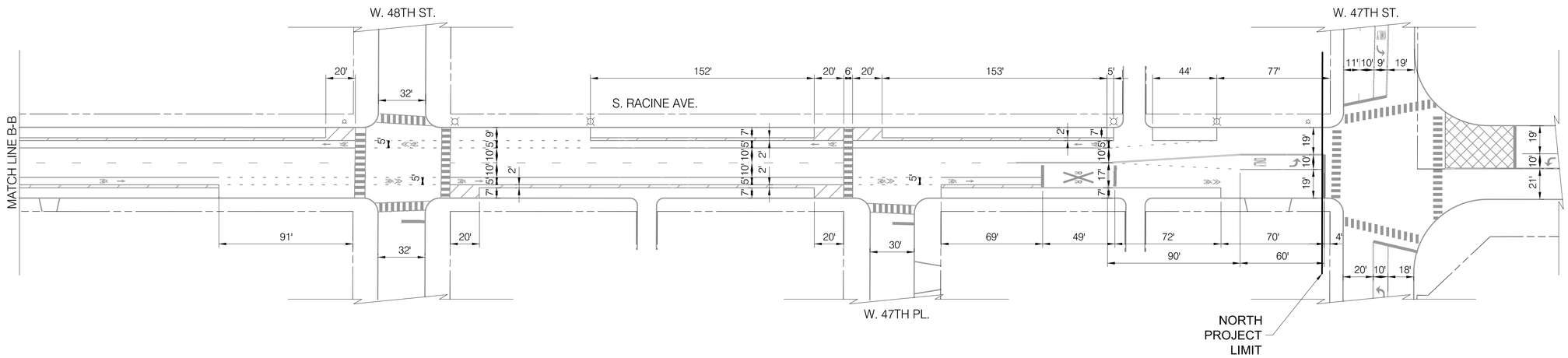
S. RACINE AVENUE
W. 47TH ST. TO W. 51ST ST.

SCALE: 1" = 40'

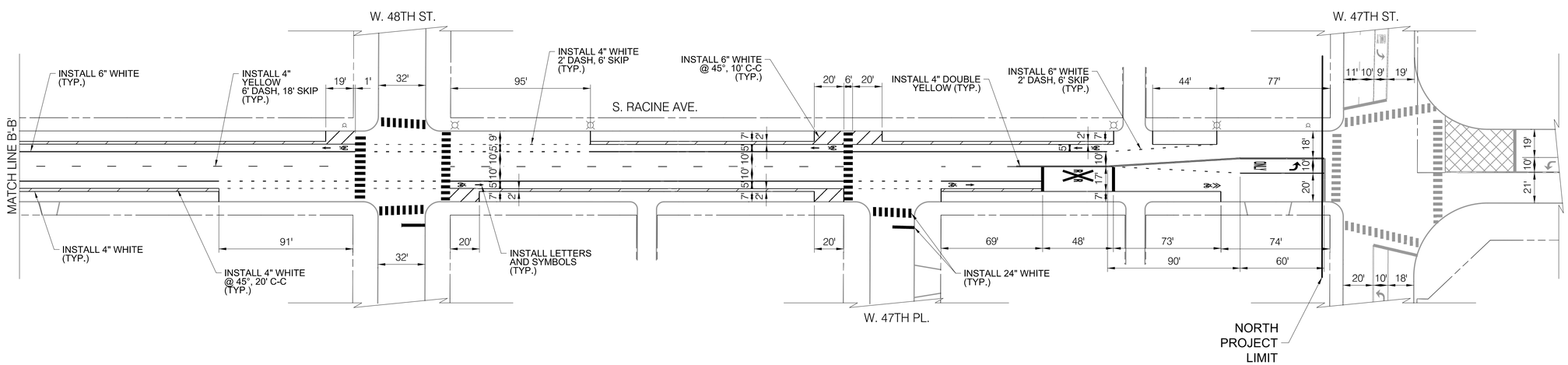
SHEET NO. 60

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




## LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
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2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

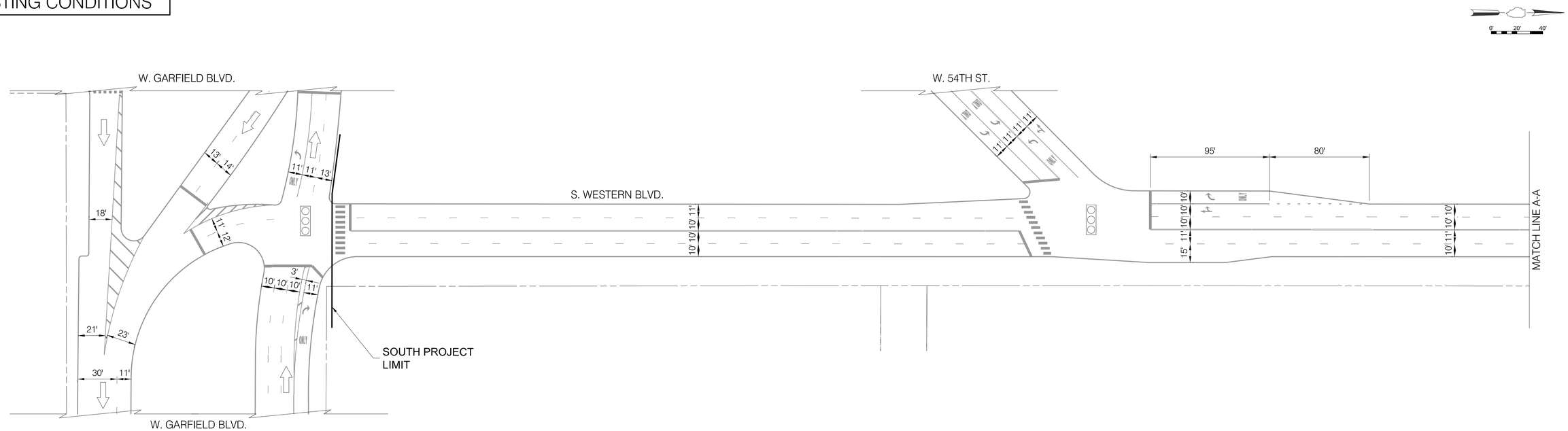
S. RACINE AVENUE
W. 47TH ST. TO W. 51ST ST.

SCALE: 1" = 40'

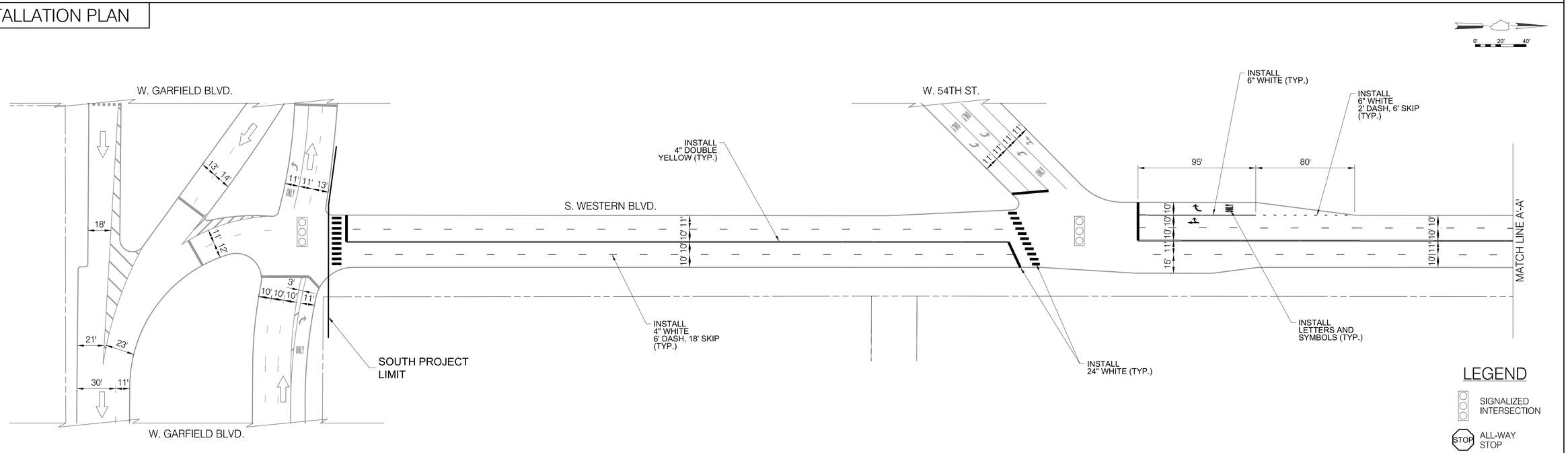
SHEET NO. 61

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
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CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
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2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

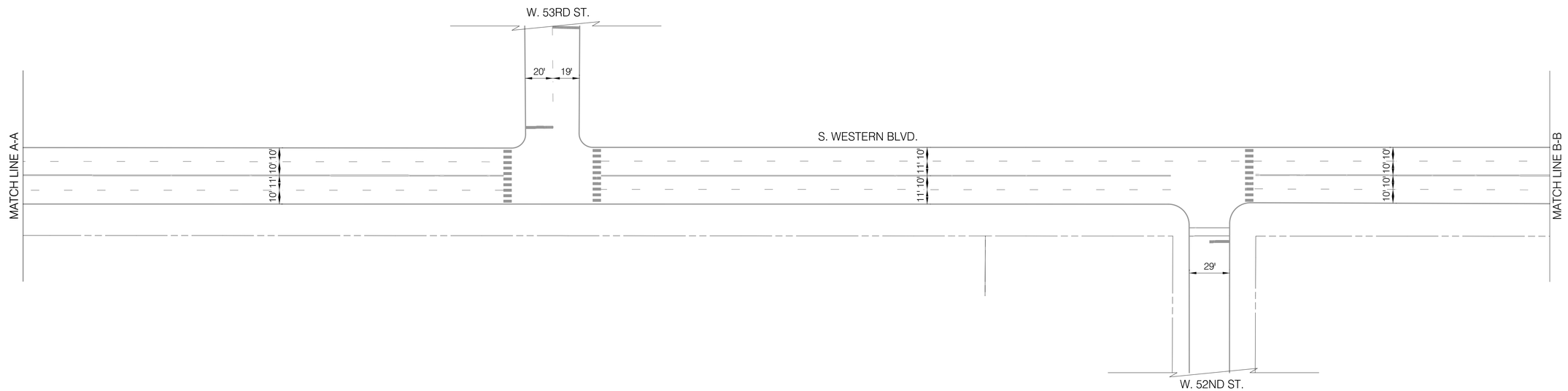
S. WESTERN BOULEVARD
W. GARFIELD BLVD. TO
W. 45TH ST.

SCALE: 1" = 40'

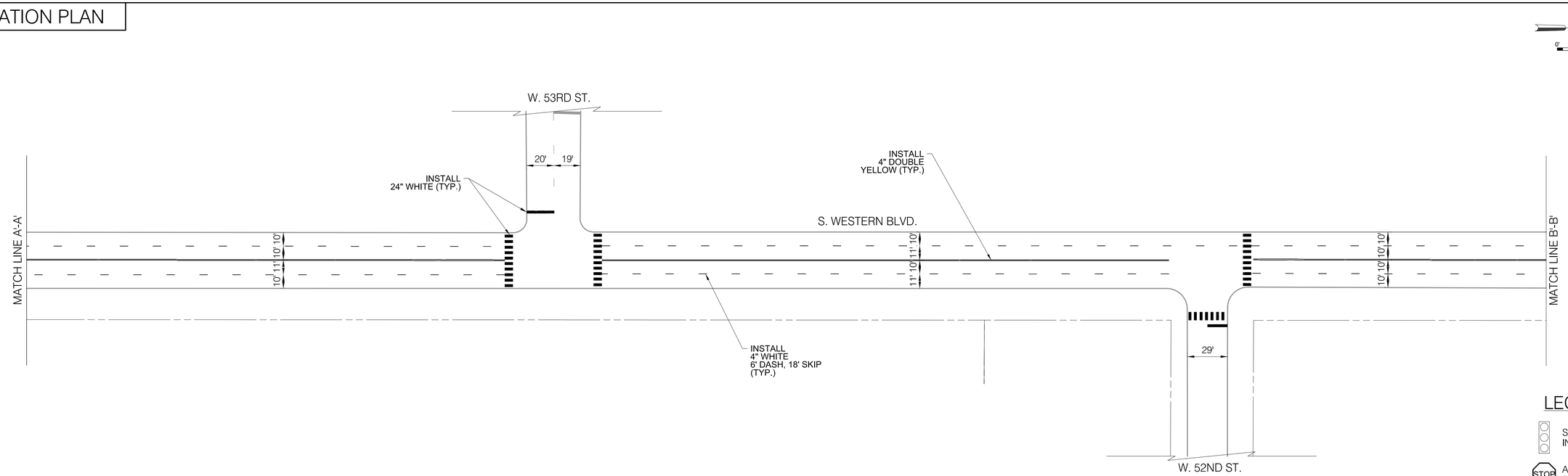
SHEET NO.
62

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
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CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
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2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

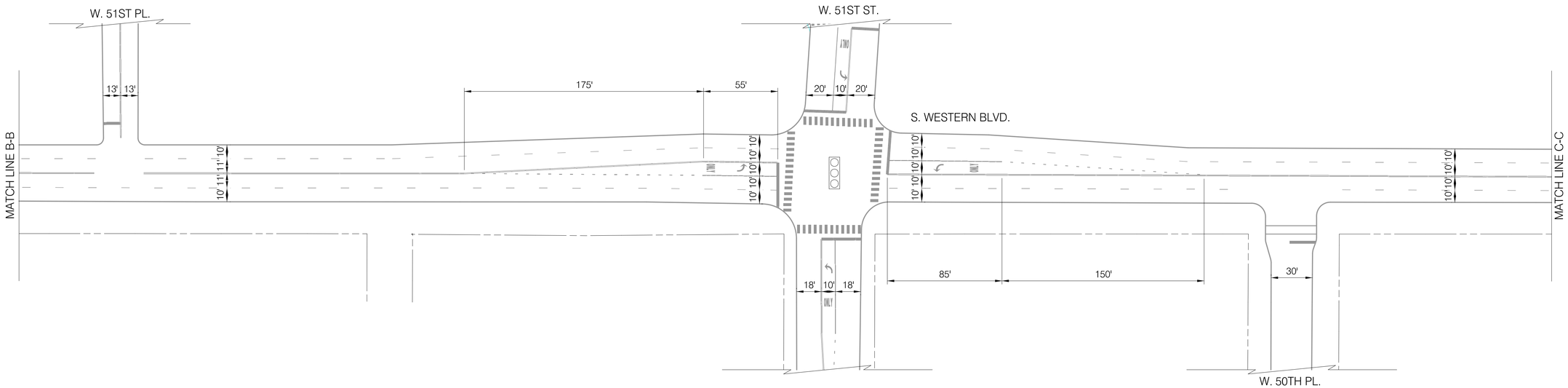
S. WESTERN BOULEVARD
W. GARFIELD BLVD. TO
W. 45TH ST.

SCALE: 1" = 40'

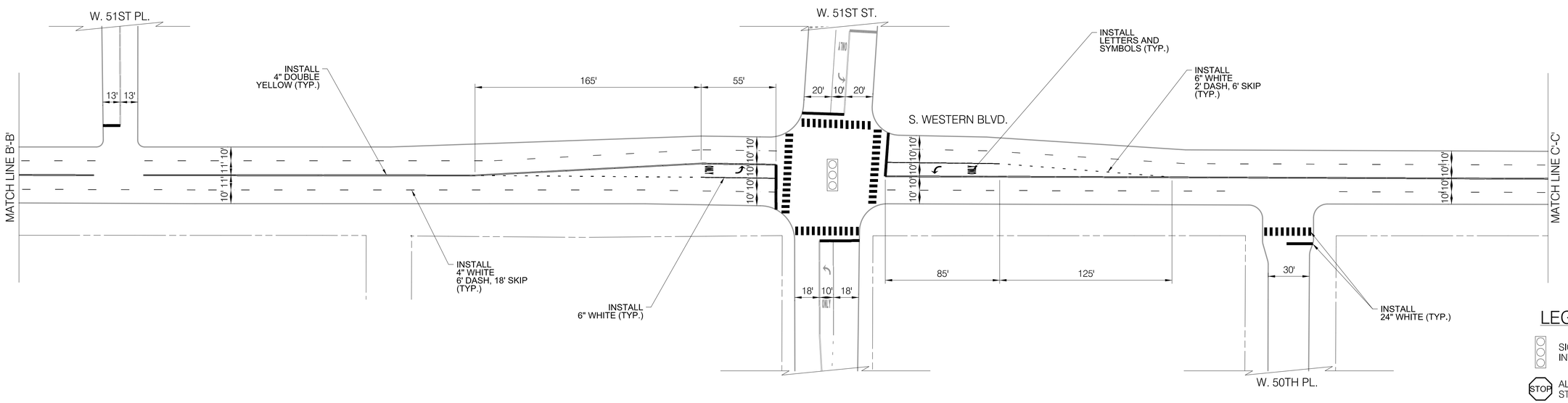
SHEET NO.
63

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

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2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

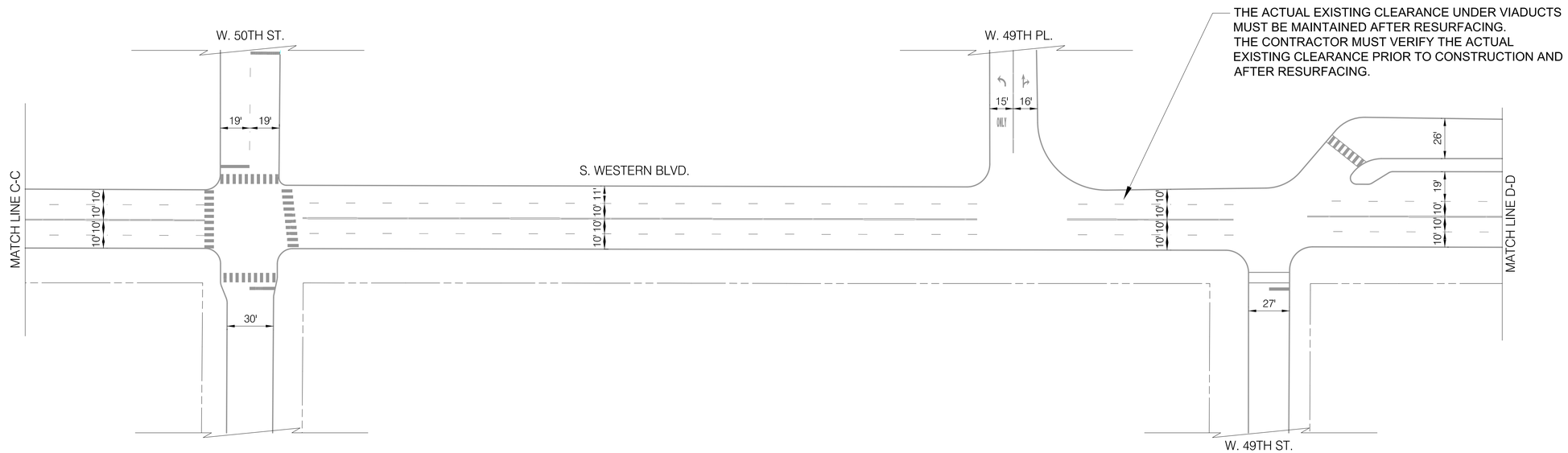
S. WESTERN BOULEVARD
W. GARFIELD BLVD. TO
W. 45TH ST.

SCALE: 1" = 40'

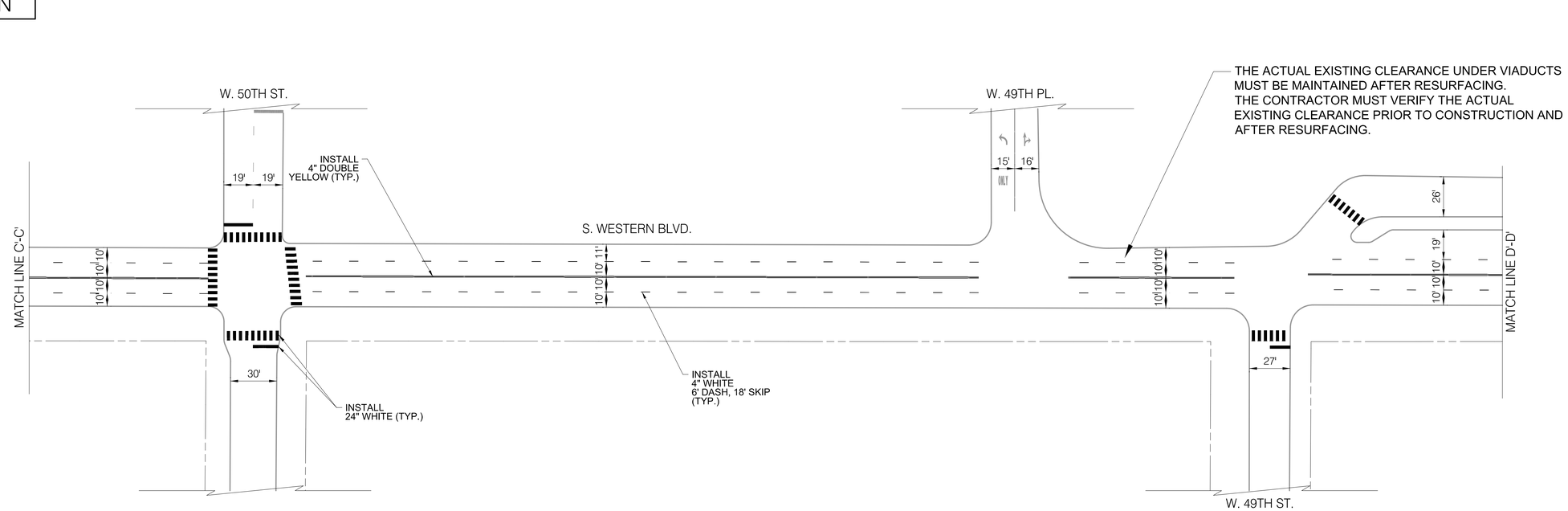
SHEET NO.
64

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

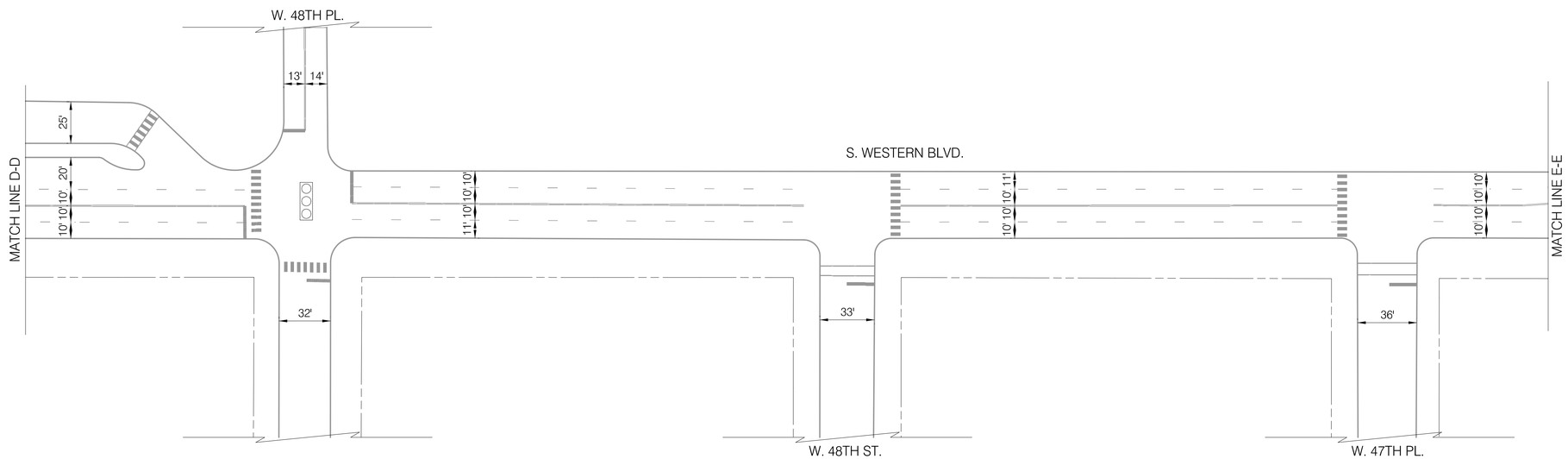
S. WESTERN BOULEVARD
W. GARFIELD BLVD. TO
W. 45TH ST.

SCALE: 1" = 40'

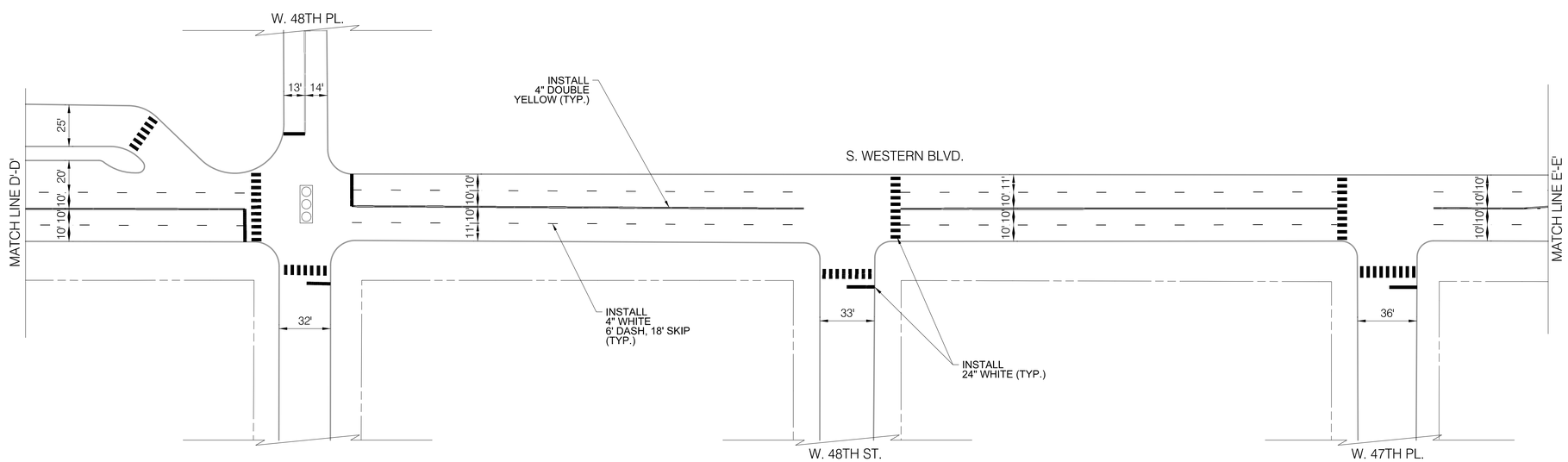
SHEET NO.
65

DATE: 01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

LEGEND

- SIGNALIZED INTERSECTION
- STOP ALL-WAY STOP
- ONE-WAY STREET

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

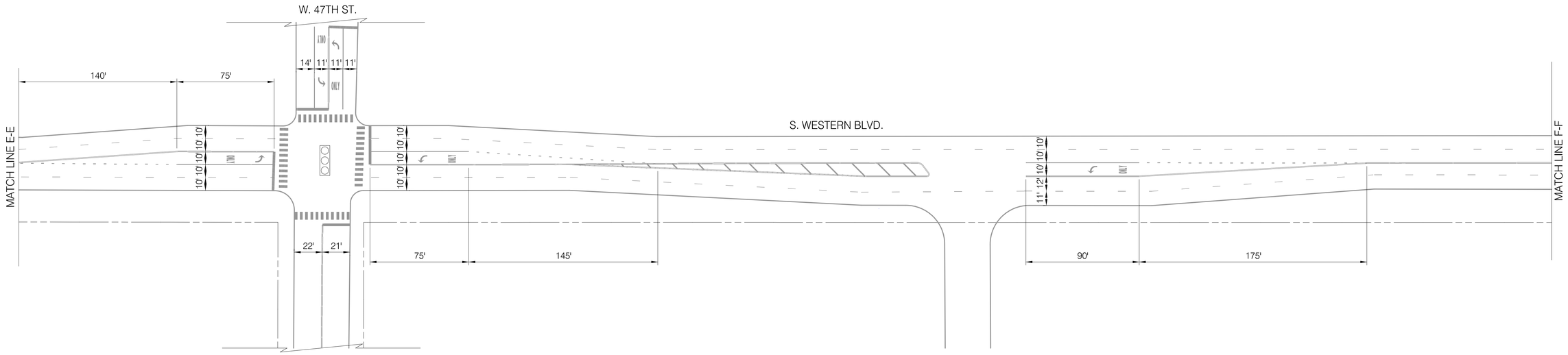
S. WESTERN BOULEVARD
W. GARFIELD BLVD. TO
W. 45TH ST.

SCALE: 1" = 40'

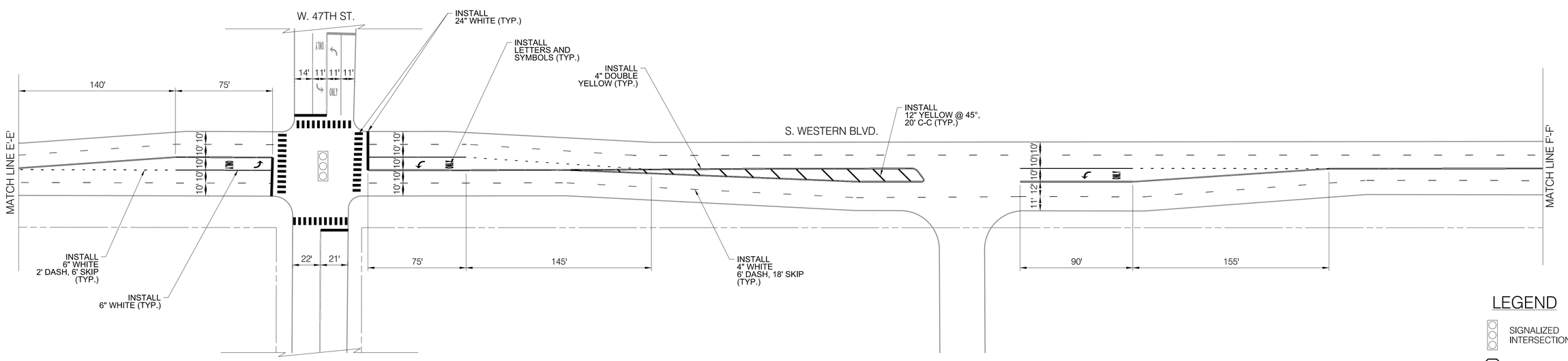
SHEET NO.
66

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

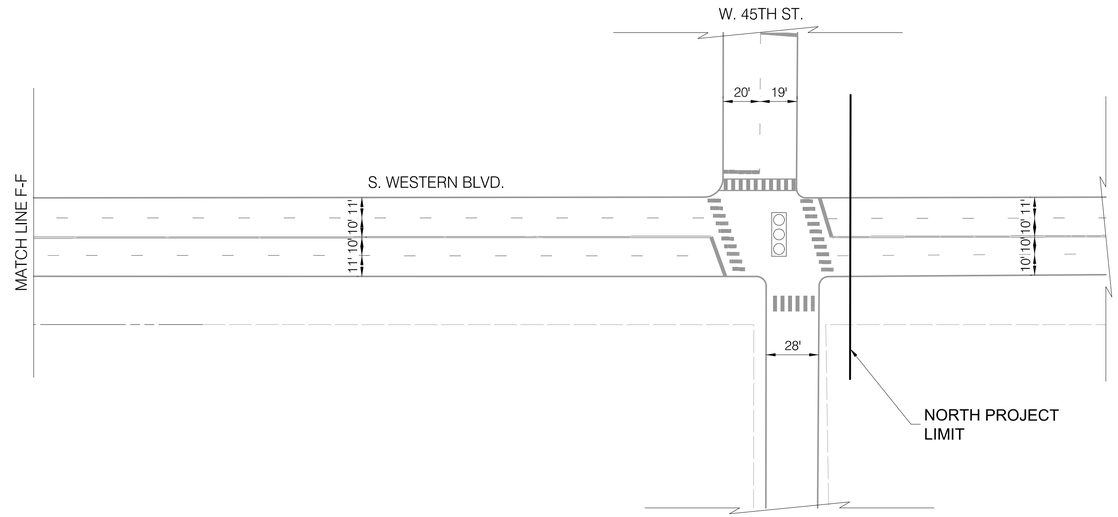
S. WESTERN BOULEVARD
W. GARFIELD BLVD. TO
W. 45TH ST.

SCALE: 1" = 40'

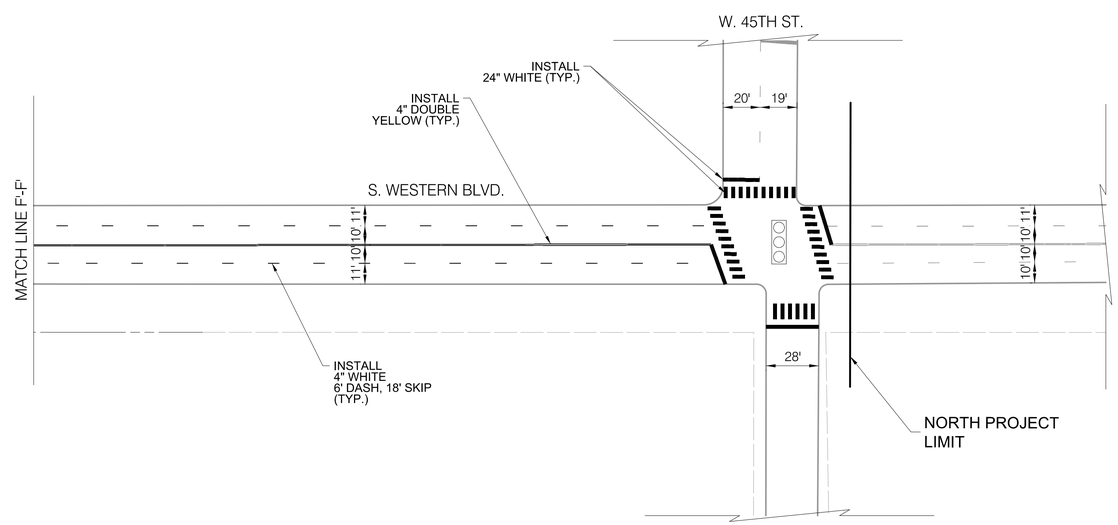
SHEET NO.
67

DATE:01/12/18

## EXISTING CONDITIONS




## INSTALLATION PLAN




### LEGEND

- SIGNALIZED INTERSECTION
- ALL-WAY STOP
- ONE-WAY STREET

NOTES

1. ALL CROSSWALKS SHALL BE CONTINENTAL CROSSWALK MARKINGS, 2' STRIPE, 4' C-C AND 6' WIDE UNLESS NOTED OTHERWISE ON THE PLANS
2. ALL PAVEMENT MARKING INSTALLED ARE TO BE THERMOPLASTIC UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAIL SHEETS FOR ALL OTHER LAYOUT INFORMATION

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

EXISTING AND PROPOSED PLANS

S. WESTERN BOULEVARD
W. GARFIELD BLVD. TO
W. 45TH ST.

SCALE: 1" = 40'

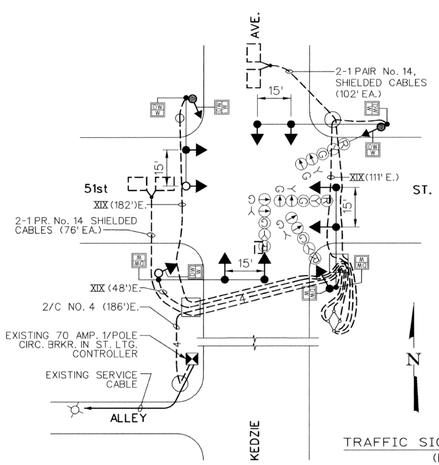
SHEET NO.
68

DATE: 01/12/18

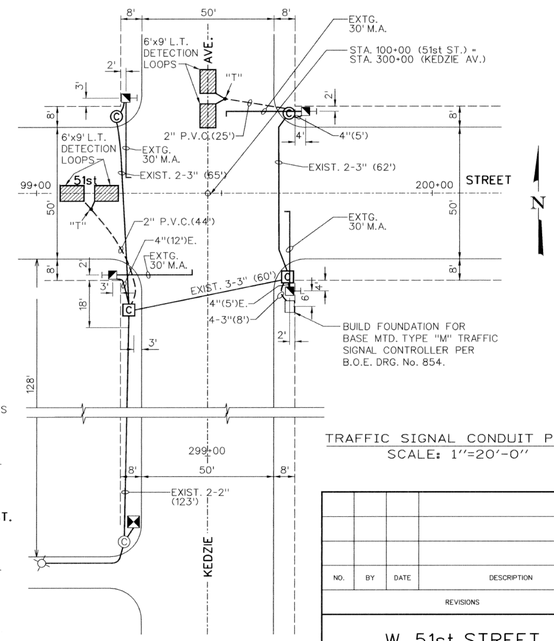
0 10 20 30 40 50 1"=20'

SCALE IN FEET

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALE MAY BE USED.




TRAFFIC SIGNAL CABLE PLAN
(N.T.S.)




TRAFFIC SIGNAL CONDUIT PLAN
SCALE: 1"=20'-0"

| NO. | BY | DATE | DESCRIPTION |
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REVISIONS

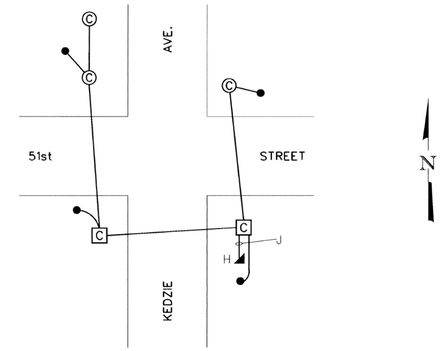
W. 51st STREET
S. KEDZIE ST.

TRAFFIC CONTROL SIGNALS

CONSULTANT: TRITON CONSULTING ENGINEERS
A DIVISION OF JBM ENGINEERS & PLANNERS, INC.
830 North Meacham Road
Schaumburg, Illinois 60173-4922

DRAWN BY
CHECKED BY
APPROVED BY
DATE
SCALE
CONTRACT NO.
SHEET NO. 14569
PROJECT NO.

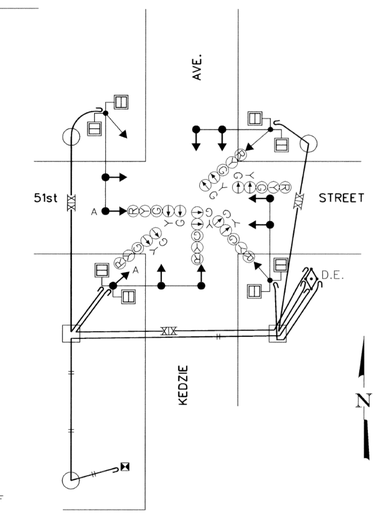
EJM ENGINEERING PC
411 South Wells Street Suite 800
Chicago, Illinois 60607




EXISTING TRAFFIC SIGNAL CONDUIT & FOUNDATION PLAN
(N.T.S.)

CONSTRUCTION NOTES:

A - REMOVE TRAFFIC SIGNALS
B - REMOVE PEDESTRIAN SIGNALS
C - REMOVE TRAFFIC SIGNAL MASTARM
D - REMOVE TRAFFIC SIGNAL POST
E - REMOVE TRAFFIC SIGNAL CONTROLLER
F - REMOVE TRAFFIC SIGNAL POLE
G - REMOVE TRAFFIC SIGNAL SERVICE
H - REMOVE TRAFFIC SIGNAL POST FOUNDATION
I - REMOVE TRAFFIC SIGNAL POLE FOUNDATION
J - ABANDON CONDUIT
REMOVE TRAFFIC SIGNAL CABLE (608')
T - TERMINATE 2" P.V.C. CONDUIT FOR LOOPS PER B.O.E. DRG. No. 905.




TRAFFIC SIGNAL EQUIPMENT REMOVAL PLAN
(N.T.S.)

GENERAL NOTES:

1. CALL "DIGGER" 48 HOURS PRIOR TO START FOR LOCATION OF UNDERGROUND UTILITIES. 312/744-7000
2. SEE DRAWING NUMBER 826 FOR CODE.
3. ALL FOUNDATIONS IN CONCRETE SIDEWALK TO BE PER DWG. 828.
4. EXISTING DUCT LINE PROPOSED FOR USE TO BE RODDED AND CLEANED.
5. ALL SIGNAL SECTIONS TO BE STANDARD 12" SIZE.
6. ALL VEHICULAR SIGNALS TO BE 3 OR 5 SECTION UNITS.
7. ALL PEDESTRIAN SIGNALS TO BE 2 SECTION UNITS WITH I.T.E. SYMBOLIC LENSES.
8. PEDESTRIAN SIGNAL TO BE INSTALLED BELOW VEHICULAR SIGNAL WHERE APPLICABLE.
9. EXISTING TRAFFIC SIGNALS ARE TO BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION FOR NEW TRAFFIC SIGNALS.
10. MAINTAIN FIRE ALARM AND STREET LIGHTING EQUIPMENT IN PLACE.

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| APPROVED BY: | | 12-96 | GENERAL REVISION DUE TO CITY COMMENTS 11-20-96 | | | | | | | | | | | | | | |
| APPROVED BY: | NO. | DATE | REVISIONS | DES. | CHK. | APP'D | APP'D | NO. | DATE | REVISIONS | DES. | CHK. | APP'D | APP'D | | | |

TRITON CONSULTING ENGINEERS
A DIVISION OF JBM ENGINEERS & PLANNERS, INC.
830 North Meacham Road
Schaumburg, Illinois 60173-4922

EJM ENGINEERING PC
411 South Wells Street Suite 800
Chicago, Illinois 60607

51st STREET IMPROVEMENTS
PROPOSED TRAFFIC SIGNALS

WEST 51st STREET
SOUTH KEDZIE STREET
TRAFFIC CONTROL SIGNALS

DATE 12/13/96

CONTRACT NO.
DRAWING NO. 14569
REVISION

**NOT FOR BID. THIS PLAN IS FOR DETECTOR LOOP REPLACEMENT ONLY. ALL DETECTOR LOOPS IMPACTED BY RESURFACING SHALL BE REPLACED AT THE SIZE AND LOCATION SHOWN.**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

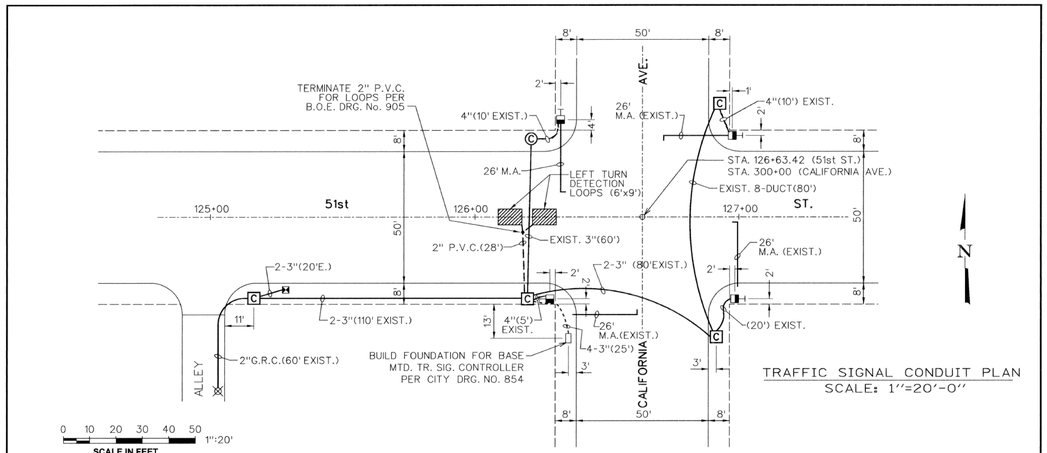
LOOP DETECTOR PLAN

W. 51ST ST. AT S. KEDZIE AVE.

SCALE: N.T.S.

SHEET NO. 69

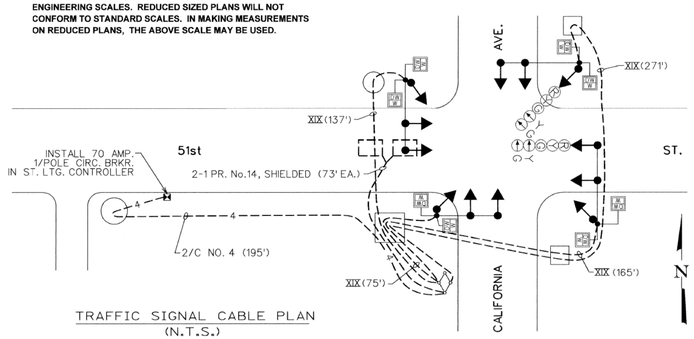
DATE: 01/12/18




TRAFFIC SIGNAL CONDUIT PLAN
SCALE: 1"=20'-0"

0 10 20 30 40 50 1":20'
SCALE IN FEET

**FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALE MAY BE USED.**




TRAFFIC SIGNAL CABLE PLAN
(N.T.S.)

| NO. | BY | DATE | DESCRIPTION |
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REVISIONS

W. 51st STREET
S. CALIFORNIA AVE.

TRAFFIC CONTROL SIGNALS

CONSULTANT TRITON CONSULTING ENGINEERS
A DIVISION OF JBM ENGINEERS & PLANNERS, INC.
830 North Meacham Road
Schaumburg, Illinois 60173-4922

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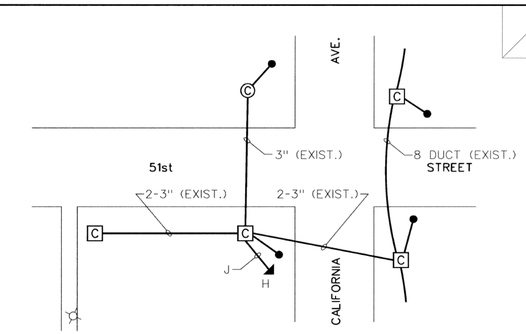
| DRAWN BY | SHEET NO. |
| CHECKED BY | 12807 |
| APPROVED BY | |
| DATE | |
| SCALE | |
| CONTRACT NO. | PROJECT NO. |

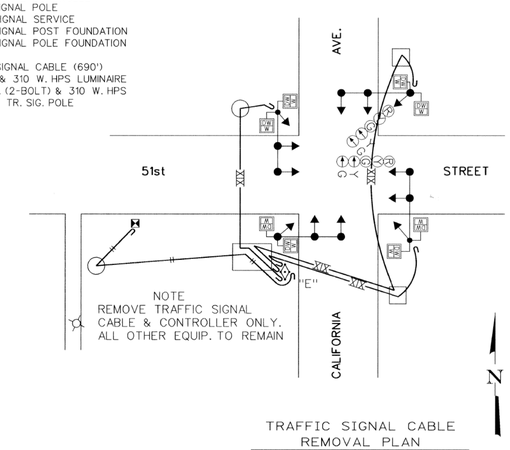
EJM ENGINEERING PC
411 South Wells Street Suite 800
Chicago, Illinois 60607




TRAFFIC SIGNAL CONDUIT
& FOUNDATION REMOVAL PLAN
(N.T.S.)

CONSTRUCTION NOTES:

A - REMOVE TRAFFIC SIGNALS
B - REMOVE PEDESTRIAN SIGNALS
C - REMOVE TRAFFIC SIGNAL MASTARM
D - REMOVE TRAFFIC SIGNAL POST
E - REMOVE TRAFFIC SIGNAL CONTROLLER
F - REMOVE TRAFFIC SIGNAL POLE
G - REMOVE TRAFFIC SIGNAL SERVICE
H - REMOVE TRAFFIC SIGNAL POST FOUNDATION
I - REMOVE TRAFFIC SIGNAL POLE FOUNDATION
J - ABANDON CONDUIT
REMOVE TRAFFIC SIGNAL CABLE (690')
L - REMOVE 8 FT. M.A. & 310 W. HPS LUMINAIRE
M - INSTALL 12 FT. M.A. (2-BOLT) & 310 W. HPS LUMINAIRE ON NEW TR. SIG. POLE




TRAFFIC SIGNAL CABLE
REMOVAL PLAN
(N.T.S.)

GENERAL NOTES:

1. CALL "DIGGER" 48 HOURS PRIOR TO START FOR LOCATION OF UNDERGROUND UTILITIES. 312/744-7000
2. SEE DRAWING NUMBER 826 FOR CODE.
3. ALL FOUNDATIONS IN CONCRETE SIDEWALK TO BE PER DWG. 828.
4. EXISTING DUCT LINE PROPOSED FOR USE TO BE RODDED AND CLEANED.
5. ALL SIGNAL SECTIONS TO BE STANDARD 12" SIZE.
6. ALL VEHICULAR SIGNALS TO BE 3 OR 5 SECTION UNITS.
7. ALL PEDESTRIAN SIGNALS TO BE 2 SECTION UNITS WITH I.T.E. SYMBOLIC LENSES.
8. PEDESTRIAN SIGNAL TO BE INSTALLED BELOW VEHICULAR SIGNAL WHERE APPLICABLE.
9. EXISTING TRAFFIC SIGNALS ARE TO BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION FOR NEW TRAFFIC SIGNALS.
10. MAINTAIN FIRE ALARM AND STREET LIGHTING EQUIPMENT IN PLACE.

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| APPROVED BY: | | 12-96 | GENERAL REVISION DUE TO CITY COMMENTS 11-20-96 | | | | | | | | | | | | | | |
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TRITON CONSULTING ENGINEERS
A DIVISION OF JBM ENGINEERS & PLANNERS, INC.
830 North Meacham Road
Schaumburg, Illinois 60173-4922

EJM ENGINEERING PC
411 South Wells Street Suite 800
Chicago, Illinois 60607

51st STREET IMPROVEMENTS
PROPOSED TRAFFIC SIGNALS

WEST 51st STREET
SOUTH CALIFORNIA AVE.
TRAFFIC CONTROL SIGNALS

DATE 12/13/96

CONTRACT NO.

DRAWING NO. 12807

REVISION

**NOT FOR BID. THIS PLAN IS FOR DETECTOR LOOP REPLACEMENT ONLY. ALL DETECTOR LOOPS IMPACTED BY RESURFACING SHALL BE REPLACED AT THE SIZE AND LOCATION SHOWN.**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

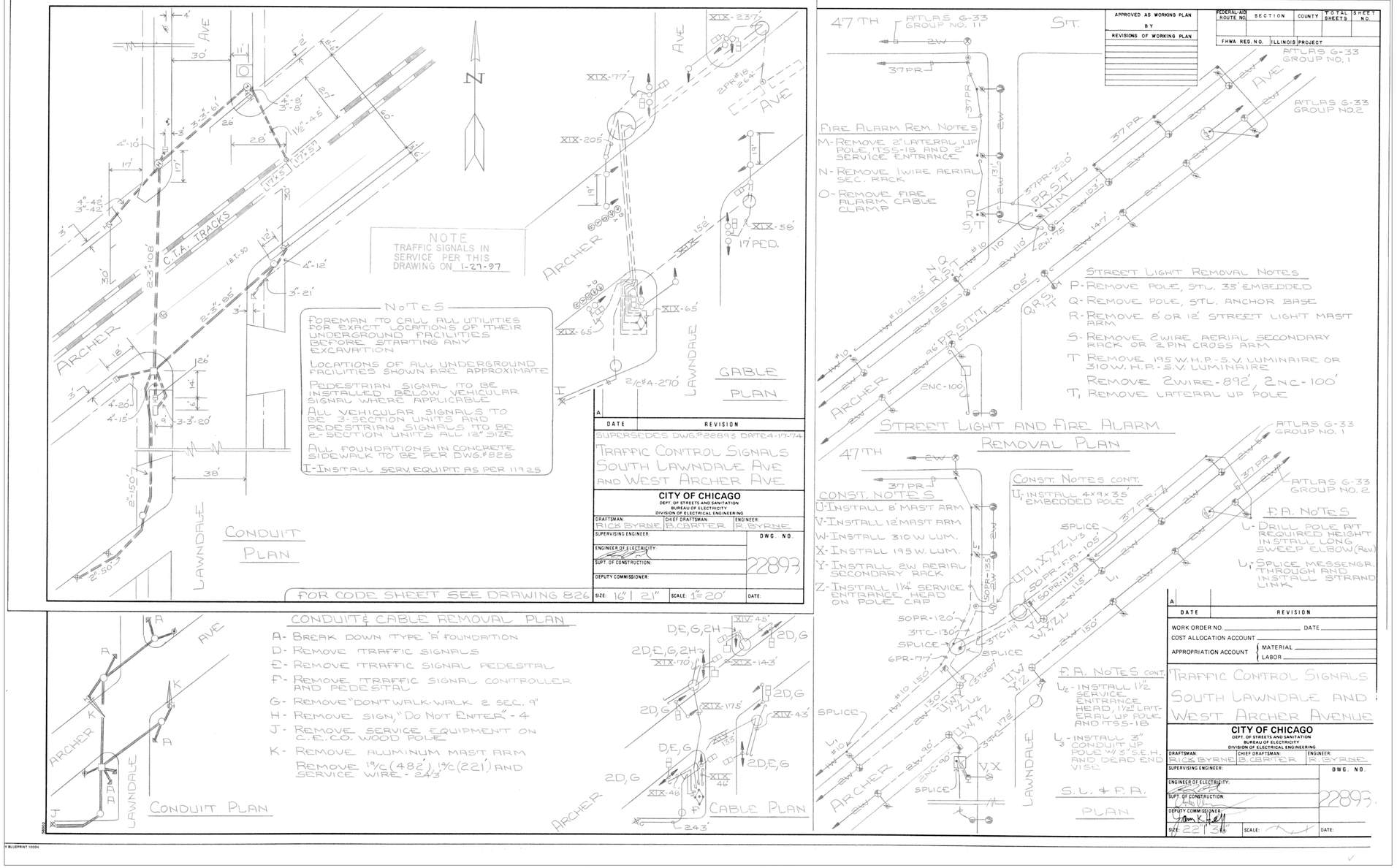
W. 51ST ST. AT S. CALIFORNIA AVE.

SHEET NO. 70

LOOP DETECTOR PLAN

SCALE: N.T.S.

DATE:01/12/18




**NOT FOR BID. THIS PLAN IS FOR DETECTOR LOOP REPLACEMENT ONLY. ALL DETECTOR LOOPS IMPACTED BY RESURFACING SHALL BE REPLACED AT THE SIZE AND LOCATION SHOWN.**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

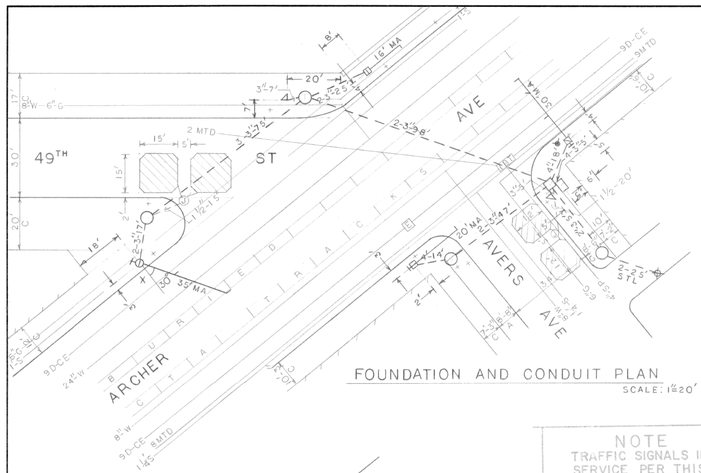
S. ARCHER AVE. AND S. LAWNDALE AVE.

SHEET NO. 71

LOOP DETECTOR PLAN

SCALE: N.T.S.

DATE: 01/12/18




FOUNDATION AND CONDUIT PLAN

SCALE: 1"=20'

## CONSTRUCTION NOTES

ALL FOUNDATIONS IN CONCRETE SIDEWALK TO BE PER DRAWING NO. 828

ALL SIGNAL SECTION TO BE STANDARD 12" SIZE.

ALL VEHICULAR SIGNAL TO BE 3 SECTION UNITS EXCEPT WHERE NOTED AND ALL PEDESTRIAN SIGNALS TO BE 2 SECTION UNITS WITH I.T.E. SYMBOLIC LENSES.

PEDESTRIAN SIGNALS TO BE INSTALLED BELOW VEHICULAR SIGNAL WHERE APPLICABLE.

FOREMAN TO SAW CUT A CLEAN JOINT BETWEEN CONCRETE SIDEWALK TO BE REMOVED AND THAT TO REMAIN IN PLACE.

FOREMAN TO CHECK FOR POSSIBLE VAULTED SIDEWALK.

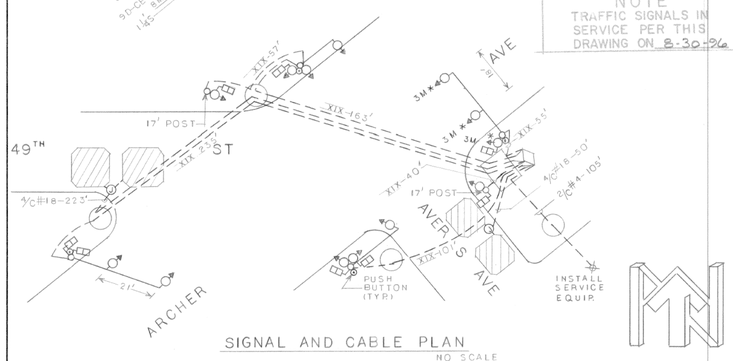
X-INDICATES FOREMAN TO ROTATE FOUNDATION AS INDICATED BEFORE POURING CONCRETE

FOR CODE SEE DWG NO 826

## CAUTION

FOREMAN TO CONTACT ALL UG UTILITIES FOR EXACT LOCATION OF THEIR UG FACILITIES BEFORE STARTING ANY EXCAVATION.

NOTE
TRAFFIC SIGNALS IN SERVICE PER THIS DRAWING ON 8-30-96




SIGNAL AND CABLE PLAN

NO SCALE

| A | | |
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| DATE | REVISION | |

SUPERSEDES DWG. NO. 14951 DATED 4-5-74

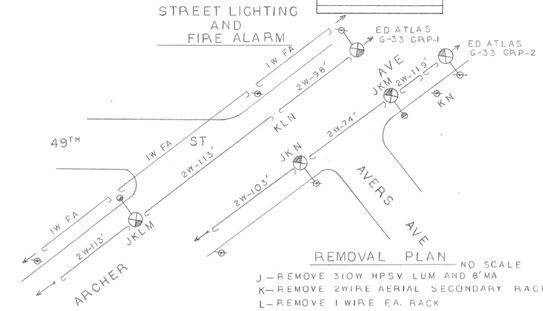
TRAFFIC CONTROL SIGNALS
AVERS AVE - ARCHER AVE
& 49TH ST.

**CITY OF CHICAGO**
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELECTRICAL ENGINEERING

| | | |
|---|---|---|
| DRAFTSMAN: DILIP SHAH | CHIEF DRAFTSMAN: | ENGINEER: DILIP SHAH |
| SUPERVISING ENGINEER: | | DWG. NO. |
| ENGINEER OF ELECTRICITY: | | 14951 |
| SUPT. OF CONSTRUCTION: | | |
| DEPUTY COMMISSIONER: | | |
| SIZE: 16" \| 22" | SCALE: AS NOTED | DATE: |

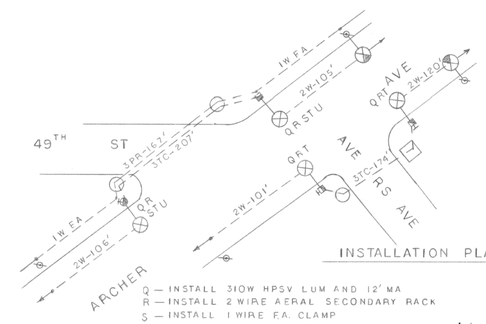
| APPROVED AS WORKING PLAN | | | |
|---|---|---|---|
| BY | | | |
| REVISIONS OF WORKING PLAN | | | |

| FEDERAL-AID ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| | | | | |
| FHWA REG. NO. | ILLINOIS | PROJECT | | |




REMOVAL PLAN — NO SCALE

J — REMOVE 310W HPSV LUM AND 8' MA
K — REMOVE 2 WIRE AERIAL SECONDARY RACK
L — REMOVE 1 WIRE F.A. RACK
M — REMOVE ANCHOR BASE POLE AND BREAKDOWN FOUNDATION
N — REMOVE CITY STEEL EMBEDDED POLE



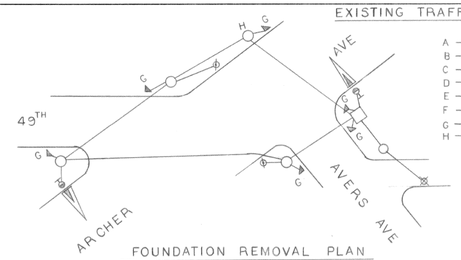

INSTALLATION PLAN — NO SCALE

Q — INSTALL 310W HPSV LUM AND 12' MA
R — INSTALL 2 WIRE AERAL SECONDARY RACK
S — INSTALL 1 WIRE F.A. CLAMP
T — INSTALL SERVICE ENTRANCE HEAD
U — INSTALL REVERSE ELBOW

EXISTING TRAFFIC CONTROL SIGNALS SYSTEM

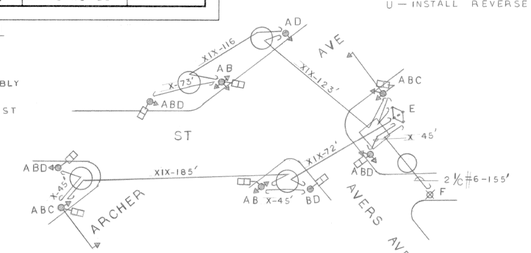
A — REMOVE SIGNAL HEAD
B — REMOVE PEDESTRIAN SIGNAL
C — REMOVE 25' ALUMINUM MAST ARM ASSEMBLY
D — REMOVE SIGNAL POST
E — REMOVE TRAFFIC CONTROLLER AND POST
F — REMOVE SERVICE EQUIPMENT
G — BREAKDOWN TYPE A FOUNDATION
H — ABANDON HAND HOLE

REMOVE CABLE,
XIX 496 X 208'
2 1/C #6-155'




FOUNDATION REMOVAL PLAN

NO SCALE




SIGNAL AND CABLE REMOVAL PLAN

NO SCALE

| A | |
|---|---|
| DATE | REVISION |

WORK ORDER NO. 1513055 DATE

COST ALLOCATION ACCOUNT

APPROPRIATION ACCOUNT { MATERIAL / LABOR

TRAFFIC CONTROL SIGNALS
AVERS AVE ARCHER AVE
& 49TH ST

**CITY OF CHICAGO**
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELECTRICAL ENGINEERING

| | | |
|---|---|---|
| DRAFTSMAN: DILIP SHAH | CHIEF DRAFTSMAN: | ENGINEER: DILIP SHAH |
| SUPERVISING ENGINEER: | | DWG. NO. |
| ENGINEER OF ELECTRICITY: | | 14951 |
| SUPT. OF CONSTRUCTION: | | |
| DEPUTY COMMISSIONER: | | |
| SIZE: 22" \| 34" | SCALE: AS NOTED | DATE: |

**NOT FOR BID. THIS PLAN IS FOR DETECTOR LOOP REPLACEMENT ONLY. ALL DETECTOR LOOPS IMPACTED BY RESURFACING SHALL BE REPLACED AT THE SIZE AND LOCATION SHOWN.**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
| | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

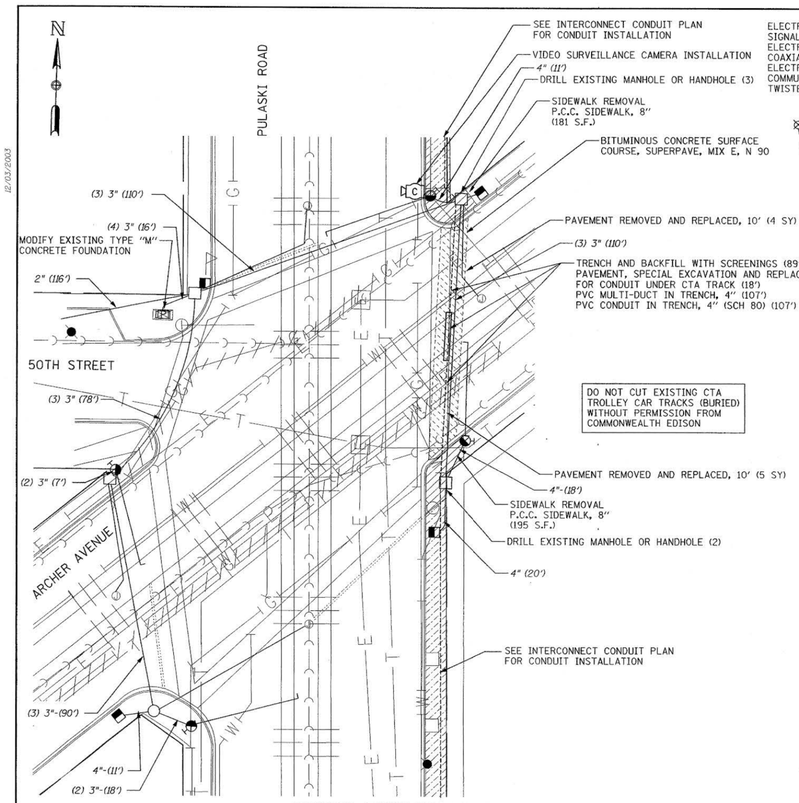
S. ARCHER AVE. AT S. AVERS AVE.
AND W. 49TH ST.

SHEET NO.
72

LOOP DETECTOR PLAN

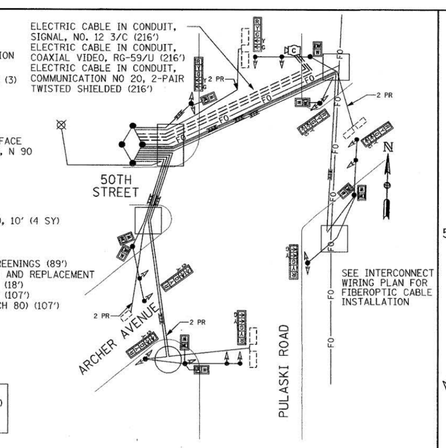
SCALE: N.T.S.

DATE: 01/12/18




PROPOSED FOUNDATION AND CONDUIT PLAN

SCALE: 1" = 20'




PROPOSED CABLE AND SIGNAL PLAN

NOT TO SCALE

| A | |
|---|---|
| DATE | REVISION |

WORK ORDER NO. _____ DATE _____

COST ALLOCATION ACCOUNT _____

APPROPRIATION ACCOUNT { MATERIAL _____ LABOR _____

FOUNDATION, CONDUIT, CABLE, AND SIGNAL PLAN

PULASKI ROAD AND ARCHER AVE./50TH STREET

**CITY OF CHICAGO**

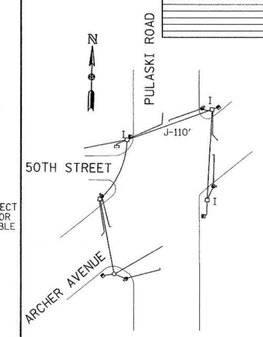
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

| DRAFTSMAN: | CHIEF DRAFTSMAN: | ENGINEER: |
|---|---|---|
| SUPERVISING ENGINEER | | DWG. NO. 12931 |
| CHIEF HIGHWAY ENGINEER: | | |
| SUPT. OF CONSTRUCTION: | | |
| DEPUTY COMMISSIONER: | | |
| SIZE: | SCALE: | |

APPROVED AS WORKING PLAN BY

REVISIONS OF WORKING PLAN

| FEDERAL-AID ROUTE NO. | SECTION | COUNTY | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| CMF-368(008) | 0-B447-00-TL | COOK | 46 | 96 |
| FHWA REG. NO. | ILLINOIS | PROJECT | | |




TRAFFIC SIGNAL FOUNDATION AND MANHOLE/HANDHOLE REMOVAL PLAN

NOT TO SCALE

REMOVAL SYMBOLS

"A"- BREAK DOWN TRAFFIC SIGNAL CONTROLLER FOUNDATION (PEDESTAL MOUNTED)

"D"- BREAK DOWN TRAFFIC SIGNAL HANDHOLE

"E"- BREAK DOWN TRAFFIC SIGNAL MANHOLE

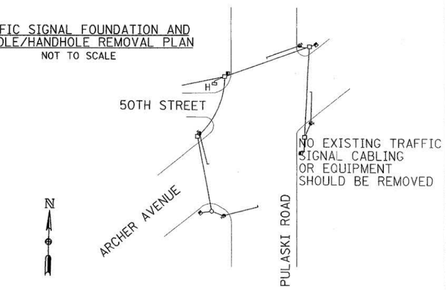
"H"- REMOVE SIGNAL CONTROLLER AND CABINET

"I"- CLEAN ELECTRICAL MANHOLE OR HANDHOLE

"J"- ROD AND CLEAN DUCT IN EXISTING CONDUIT SYSTEM

"K"- REMOVE TRAFFIC SIGNAL CABLE

"L"- REMOVE ELECTRIC SERVICE CABLE




TRAFFIC SIGNAL AND CABLE REMOVAL PLAN

NOT TO SCALE

| A | |
|---|---|
| DATE | REVISION |

WORK ORDER NO. _____ DATE _____

COST ALLOCATION ACCOUNT _____

APPROPRIATION ACCOUNT { MATERIAL _____ LABOR _____

FOUNDATION, CONDUIT, CABLE, AND SIGNAL PLAN

PULASKI ROAD AND ARCHER AVE./50TH STREET

**CITY OF CHICAGO**

DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

| DRAFTSMAN | CHIEF DRAFTSMAN | ENGINEER: |
|---|---|---|
| SUPERVISING ENGINEER | | DWG. NO. 12931 |
| CHIEF HIGHWAY ENGINEER: | | |
| SUPT. OF CONSTRUCTION: | | |
| DEPUTY COMMISSIONER: | | |
| SIZE: | SCALE: | DATE: DECEMBER '03 |

Edwards and Kelcey

12/03/2003

p:\0300\02\2\cad\sign\SDhwgn

**NOT FOR BID. THIS PLAN IS FOR DETECTOR LOOP REPLACEMENT ONLY. ALL DETECTOR LOOPS IMPACTED BY RESURFACING SHALL BE REPLACED AT THE SIZE AND LOCATION SHOWN.**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | BY | DATE | DESCRIPTION |
|---|---|---|---|
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

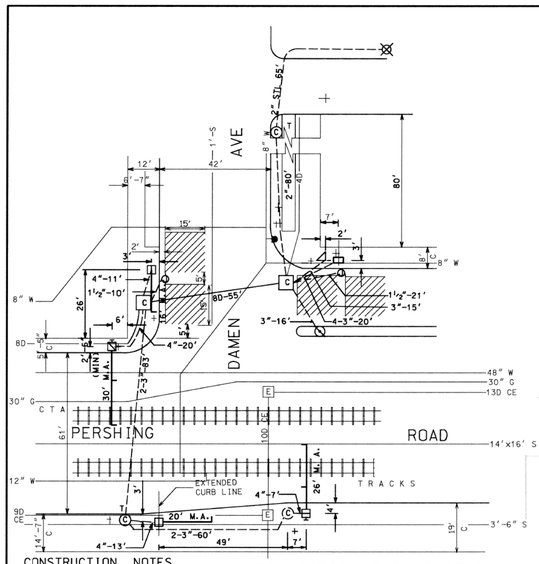
S. ARCHER AVE. AT S. PULASKI RD. AND W. 50TH ST.

SHEET NO. 73

LOOP DETECTOR PLAN

SCALE: N.T.S.

DATE: 01/12/18




FOUNDATION & CONDUIT PLAN
SCALE 1"=20'

T- DENOTES INSTALL NEW FRAME & COVER ON CPD MAN HOLE/HAND HOLE.

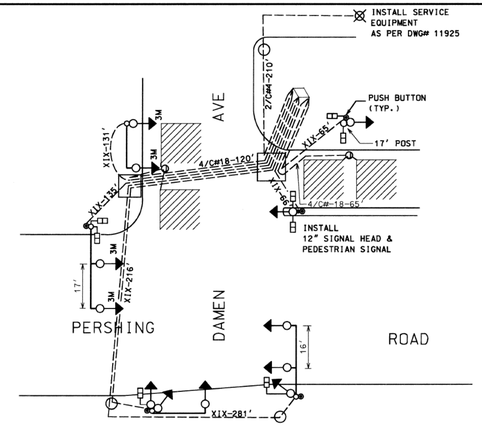
FOR CODE SEE DWG. 826

CONSTRUCTION NOTES

- ALL FOUNDATIONS IN CONCRETE SIDEWALK TO BE PER DRAWING NO. 828.
- ALL SIGNAL SECTION TO BE STANDARD 12" SIZE.
- ALL VEHICULAR SIGNAL TO BE 3 SECTION UNITS EXCEPT WHERE NOTED AND ALL PEDESTRIAN SIGNALS TO BE 2 SECTION UNITS WITH I.T.E. SYMBOLIC LENSES.
- PEDESTRIAN SIGNALS TO BE INSTALLED BELOW VEHICULAR SIGNAL WHERE APPLICABLE.
- FOREMAN TO SAW CUT A CLEAN JOINT BETWEEN CONCRETE SIDEWALK TO BE REMOVED AND THAT TO REMAIN IN PLACE.
- FOREMAN TO CHECK FOR POSSIBLE VAULTED SIDEWALK.

CAUTION

FOREMAN TO CONTACT ALL UG UTILITIES FOR EXACT LOCATION OF THEIR UG FACILITIES BEFORE STARTING ANY EXCAVATION.




SIGNAL & CABLE PLAN
SCALE NONE

NOTE
TRAFFIC SIGNALS IN SERVICE PER THIS DRAWING ON 4-16-97

| A | |
|---|---|
| DATE | REVISION |

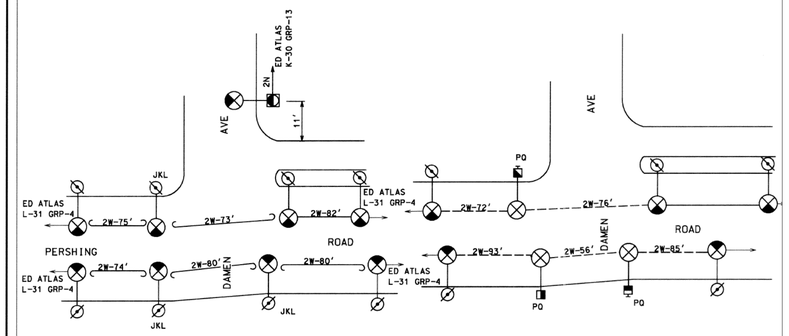
SUPERSEDES DWG. # 13814 DATED 1-9-57

TRAFFIC CONTROL SIGNALS
DAMEN AVE. & PERSHING RD.

CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELECTRICAL ENGINEERING

| | | |
|---|---|---|
| DRAFTSMAN: DILIP SHAH | CHIEF DRAFTSMAN: | ENGINEER: DILIP SHAH |
| SUPERVISING ENGINEER: | ELEC. DESIGN ENGR. | DWG. NO. |
| ENGINEER OF ELECTRICITY: | | 13814 |
| SUPT. OF CONSTRUCTION: | | |
| DEPUTY COMMISSIONER: | | |
| SIZE: 16" \| 22" | SCALE: AS NOTED | DATE: |

STREET LIGHTING




REMOVAL PLAN
SCALE NONE

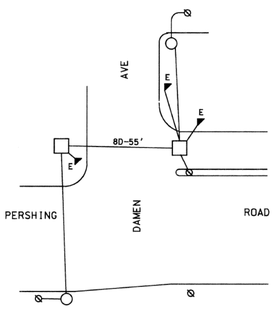
J - REMOVE 310W HPSV LUM & 15' M.A.
K - REMOVE 2-WIRE SECONDARY RACK
L - REMOVE CITY EMBEDED POLE

INSTALLATION PLAN
SCALE NONE

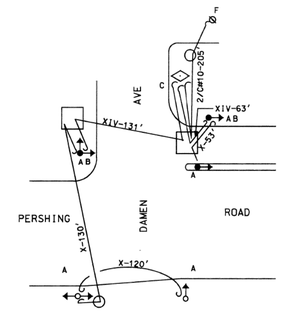
P - INSTALL 310W HPSV LUM & 12' M.A.
Q - INSTALL 2 WIRE AERIAL SECONDARY RACK

EXISTING TRAFFIC SIGNALS SYSTEM

A- REMOVE SIGNAL HEAD
B- REMOVE 7' POST
C- REMOVE TRAFFIC CONTROLLER & POST
D- REMOVE PEDESTRIAN SIGNAL ONLY (WALK)
E- BREAK DOWN TYPE "A" FOUNDATION
F- REMOVE SERVICE EQUIPMENT
REMOVE CABLE
2/C#10-205'
XIV-324', X-173'




FOUNDATION REMOVAL PLAN
SCALE NONE




SIGNAL & CABLE REMOVAL PLAN
SCALE NONE

| A | |
|---|---|
| DATE | REVISION |

SUPERSEDES DWG. #

WORK ORDER NO. _____ DATE _____
COST ALLOCATION ACCOUNT _____
APPROPRIATION ACCOUNT { MATERIAL _____ LABOR _____

TRAFFIC CONTROL SIGNALS
DAMEN AVE. & PERSHING RD.

CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELECTRICAL ENGINEERING

| | | |
|---|---|---|
| DRAFTSMAN: DILIP SHAH | CHIEF DRAFTSMAN: | ENGINEER: DILIP SHAH |
| SUPERVISING ENGINEER: | ELEC. DESIGN ENGR. | DWG. NO. |
| ENGINEER OF ELECTRICITY: | | 13814 |
| SUPT. OF CONSTRUCTION: | | |
| DEPUTY COMMISSIONER: | | |
| SIZE: 22" \| 36" | SCALE: AS NOTED | DATE: |

**NOT FOR BID. THIS PLAN IS FOR DETECTOR LOOP REPLACEMENT ONLY. ALL DETECTOR LOOPS IMPACTED BY RESURFACING SHALL BE REPLACED AT THE SIZE AND LOCATION SHOWN.**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
| | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

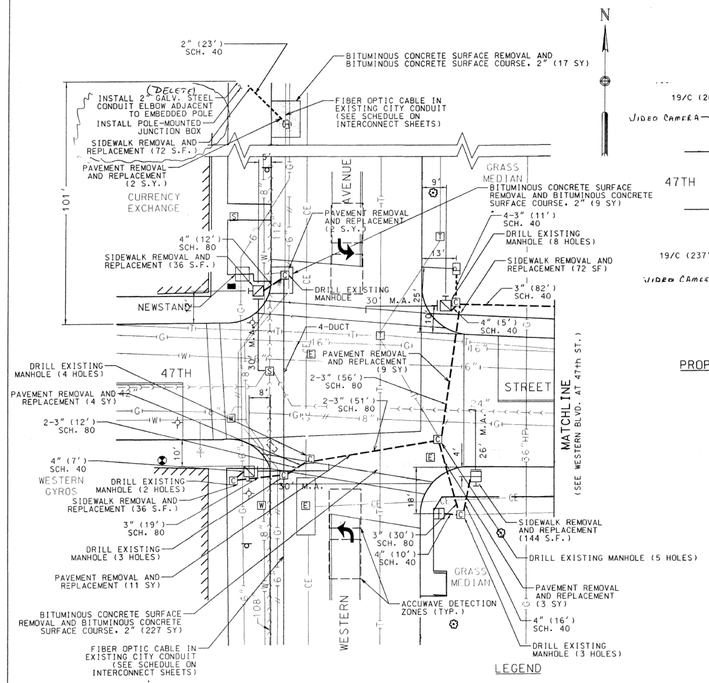
S. DAMEN AVE. AT W. PERSHING RD.

SHEET NO. 74

LOOP DETECTOR PLAN

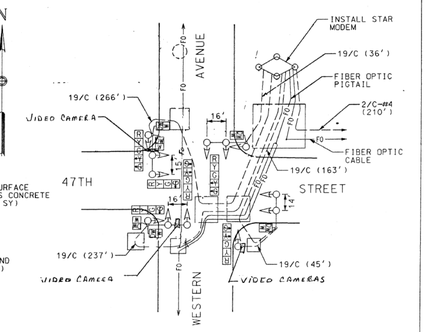
SCALE: N.T.S.

DATE: 01/12/18




PROPOSED FOUNDATION AND CONDUIT PLAN

SCALE: 1" = 20'




PROPOSED CABLE AND SIGNAL PLAN

NOT TO SCALE

LEGEND

MICROWAVE VEHICLE DETECTOR (RTMS OR ACCUWAVE AS NOTED)

| A | |
|---|---|
| DATE | REVISION |

WORK ORDER NO. _____ DATE _____

COST ALLOCATION ACCOUNT _____

APPROPRIATION ACCOUNT { MATERIAL _____ / LABOR _____

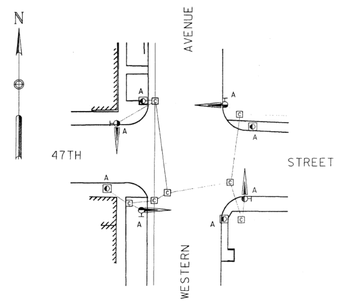
FOUNDATION, CONDUIT, CABLE, AND SIGNAL PLAN

WESTERN AVENUE & 47th STREET

**CITY OF CHICAGO**

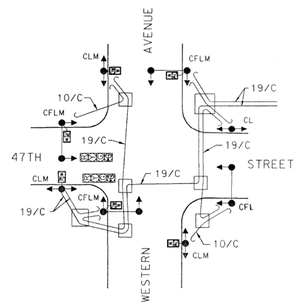
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

| DRAFTSMAN: | CHIEF DRAFTSMAN: | ENGINEER: |
|---|---|---|
| SUPERVISING ENGINEER: | | DWG. NO. |
| CHIEF HIGHWAY ENGINEER: | | 12813 |
| SUPT. OF CONSTRUCTION | | |
| DEPUTY COMMISSIONER: | | |
| SIZE: | SCALE: | DATE: |




TRAFFIC SIGNAL FOUNDATION AND MANHOLE REMOVAL PLAN

NOT TO SCALE




TRAFFIC SIGNAL AND CABLE REMOVAL PLAN

NOT TO SCALE

| APPROVED AS WORKING PLAN BY |
|---|
| REVISIONS OF WORKING PLAN |

| FEDERAL AID ROUTE NO. | SECTION | COUNTY | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| CMF-F-370(003) | 99-B9315-00-TL | COOK | 34 | 78 |
| FHWA REG NO. | ILLINOIS | PROJECT | C-88-008-01 | |

REMOVAL SYMBOLS

"A" - BREAK DOWN TRAFFIC SIGNAL POLE FOUNDATION

"B" - REMOVE HANDHOLE / MANHOLE

"C" - REMOVE TRAFFIC SIGNALS

"D" - REMOVE TRAFFIC SIGNAL POST

"F" - REMOVE TRAFFIC SIGNAL MAST ARM

"G" - REMOVE TRAFFIC SIGNAL CONTROLLER EQUIPMENT AND CABINET

"H" - BREAK DOWN TRAFFIC SIGNAL CONTROLLER OR SIGNAL POST FOUNDATION

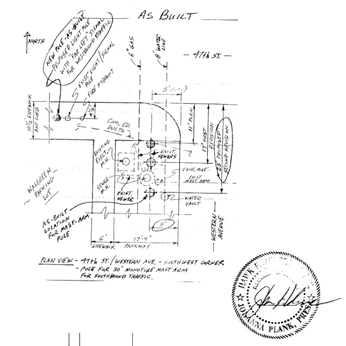
"I" - REMOVE ILLUMINATED "NO RIGHT TURN" SIGN

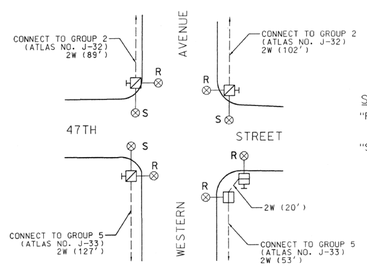
"J" - REMOVE NEON "NO LEFT TURN" SIGN

"K" - REMOVE ILLUMINATED "DO NOT ENTER" SIGN

"L" - REMOVE CITY STEEL POLE

"M" - REMOVE PEDESTRIAN SIGNAL HEAD



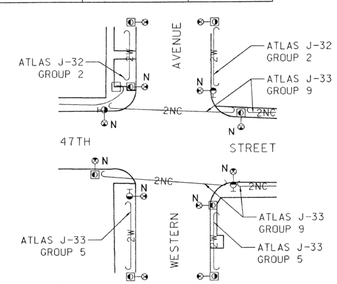

PROPOSED STREET LIGHTING PLAN

NOT TO SCALE

STREET LIGHTING INSTALLATION NOTES:

"R" INSTALL 12' MAST ARM, 310W HPS LUMINARE, AND SERVICE CABLE (2W, 3TC)

"S" INSTALL 15' MAST ARM, 310W HPS LUMINARE, AND SERVICE CABLE (2W, 3TC)




STREET LIGHTING REMOVAL PLAN

NOT TO SCALE

STREET LIGHTING REMOVAL NOTES:

"N" REMOVE MAST ARM, 310W, HPS LUMINAIRE, AND SERVICE CABLE.

CIVILTECH ENGINEERING, INC.

| A | |
|---|---|
| DATE | REVISION |

WORK ORDER NO. _____ DATE _____

COST ALLOCATION ACCOUNT _____

APPROPRIATION ACCOUNT { MATERIAL _____ / LABOR _____

FOUNDATION, CONDUIT, CABLE, AND SIGNAL PLAN

WESTERN AVENUE & 47th STREET

**CITY OF CHICAGO**

DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

| DRAFTSMAN: G.S. Mitchell | CHIEF DRAFTSMAN: G.S. Mitchell | ENGINEER: J.J. Emry |
|---|---|---|
| SUPERVISING ENGINEER: J.F. Woosnior | | DWG. NO. |
| CHIEF HIGHWAY ENGINEER: | | 12813 |
| SUPT. OF CONSTRUCTION | | |
| DEPUTY COMMISSIONER: | | |
| SIZE: | SCALE: AS NOTED | DATE: 06/08/01 |

**NOT FOR BID. THIS PLAN IS FOR DETECTOR LOOP REPLACEMENT ONLY. ALL DETECTOR LOOPS IMPACTED BY RESURFACING SHALL BE REPLACED AT THE SIZE AND LOCATION SHOWN.**

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154

LOOP DETECTOR PLAN

S. WESTERN BLVD. AT W. 47TH ST.

SCALE: N.T.S.

SHEET NO. 75

DATE: 01/12/18

ADA Ramp Survey and Typical Quantities
W. 51st Street (S. Kedzie Ave. to S. California Ave.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of 51st St. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kedzie Ave. | NW | Y | | | | | | | | | | | | | | | | | | | | | | | Intersection to be resurfaced under 2017 AR: Kedzie from 47th to 51st. |
| | NE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| Troy St. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| Albany Ave. | NW | | | | | | | | | | | | | | | | 15B | | | | | | | | |
| | NE | | | | | | | | | | | | | | | | 15B | | | | | | | | |
| | SW | | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| Whipple St. | NW | | X | | | | 4 | | | | | | | | | | | | | | | | | | No crossing. |
| | NE | | X | | | | 4 | | | | | | | | | | | | | | | | | | No crossing. |
| | SW | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| Sacramento Ave. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | NE | | | | | | | | | | | | | | | | 15B | | | | | | | | Bus stop |
| | SW | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | 3BS | | | | | | | | | | | | | | | | | | | CPT |
| 3000 W. 51st St. Central Steel & Wire Co. | N | | | | | | | | | | | | | | | | 15B | | | | | | | | |
| | S | | | | | | | | | | | | | | | | 15B | | | | | | | | |
| S. Richmond St. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | SW | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| S. Francisco Ave. (S leg) | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | NE | | | | | | | | | | | | | | | | 15B | | | | | | | | |
| | SW | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | SE | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| S. Francisco Ave. (N leg) | NW | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | NE | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| S. Mozart Ave. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | SW | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | SE | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| California Ave. | NW | Y | | | | | | | | | | | | | | | | | | | | | | | Intersection to be resurfaced under 2017 AR: California from 47th to 51st. |
| | NE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| PCC Sidewalk, 5 in | | | | | 0 | 706 | 2886 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 720 | 0 | 0 | 0 | 0 | 0 | 0 | | 4312 SF |
| PCC Sidewalk, 5 in Special | | | | | 0 | 376 | 1586 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 816 | 0 | 0 | 0 | 0 | 0 | 0 | | 2778 SF |
| PCC Sidewalk, 8 in Special | | | | | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 103 SF |
| Detectable Warning Tiles, Linear | | | | | 0 | 96 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | | 324 SF |
| Detectable Warning Tiles, Radial | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 SF |
| Combination Curb and Gutter Removal | | | | | 0 | 145 | 481 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | | 722 FT |
| Sidewalk Removal | | | | | 0 | 1185 | 4446 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1536 | 0 | 0 | 0 | 0 | 0 | 0 | | 7167 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | | 0 | 145 | 481 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | | 722 FT |
| Side Curb at Property Line | | | | | 0 | 40 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 170 FT |

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

W. 51ST STREET
S. KEDZIE AVE. TO S. CALIFORNIA AVE.

SCALE: N.T.S.

SHEET NO. 76

DATE: 01/12/18

ADA Ramp Survey and Typical Quantities
E. 55th Street (Payne Dr. to S. Hyde Park Blvd.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of 55th St. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Bike lane striping and delineated parking. | | | | | | | | | | | | | | | | | | | | | | | | |
| Payne Dr. | N | | | | | | 4B | | | | | | | | | | | | | | | | | | |
| | S | | | | | | 4B | | | | | | | | | | | | | | | | | | |
| | W | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | E | | | | | | | | | | | | | | | | | | | | | | | | |
| Cottage Grove Ave. | NW | Y | X | | | 3S | | | | | | | | | | | | | | | | | | | |
| | NE | Y | X | | | | | | | 7S | | | | | | | | | | | | | | | |
| | SW | Y | X | | | 3S | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | 3BS | | | | | | | | | | | | | | | | | | | |
| Drexel Ave. | N | | | | | | | | | | | | | | | | 15B | | | | | | | | |
| | median | | | | | | | | | | | | | | | | | | | | 19 | | | | |
| | S | | | | | | | | | | | | | | | | | 16A | | | | | | | |
| Ellis Ave. | NW | Y | X | | | | | | | | | | | 12S | | | | | | | | | | | |
| | NE | Y | X | | | | | | | | | | | | 13S | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | 13S | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | 13S | | | | | | | | | | |
| Greenwood St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE median | | | | | | | | | | | | | | | | | | | | 19 | | | | |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | W median | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE median | | | | | | | | | | | | | | | | | | | | 19 | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| University Ave. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | E median | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| Woodlawn Ave. | NW | Y | X | | | 3BS | | | | | | | | | | | | | | | | | | | |
| | NE | Y | X | | | 3BS | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | 3S | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | 3AS | | | | | | | | | | | | | | | | | | | |
| Kimbark Ave. | NW | | X | | | 3B | | | | | | | | | | | | | | | | | | | |
| | W median | | | | | | | | | | | | | | | | | | | | | 19 | | | |
| | NE | | X | | | | | | | | | | | | 13 | | | | | | | | | | CPT |
| | E median | | | | | | | | | | | | | | | | | | | | | 19 | | | |
| | SW | | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| Kenwood Ave. | NW | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | NE | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | E median | | | | | | | | | | | | | | | | | | | | | 19 | | | |
| | SE | | | | | 3 | | | | | | | | | | | | | | | | | | | |

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

E. 55TH STREET
PAYNE DR. TO S. HAYDE PARK BLVD.

SCALE: N.T.S.

SHEET NO.
77

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
E. 55th Street (Payne Dr. to S. Hyde Park Blvd.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of 55th St. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Bike lane striping and delineated parking. | | | | | | | | | | | | | | | | | | | | | | | | |
| Dorchester Ave. (S leg) | NW | | | | | | | | | | | | | | | | 15B | | | | | | | | |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SW | | X | | | | | | | | | | | | | 13 | | | | | | | | | CPT |
| | SE | | X | | | | | | | | | | | | | 13 | | | | | | | | | CPT |
| Dorchester Ave. (N leg) | NW | | | | | | | | | 7 | | | | | | | | | | | | | | | |
| | NE | | | | | | | | | 7 | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | | | | 15B | | | | | | | | |
| | SE | | | | | | | | | | | | | | | | 15B | | | | | | | | |
| Blackstone Ave. (S leg) | NW | | | | | | | | | | | | | | | | 15B | | | | | | | | |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SW | | X | | | 3B | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | 4 | | | | | | | | | | | | | | | | | | |
| Blackstone Ave. (N leg) | NW | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | NE | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| Harper Ave. | NW | | | | | | | | | | | | | | | | 15B | | | | | | | | decorative sidewalk |
| | W median | | | | | | | | | | | | | | | | | | | | 19 | | | | |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SW | | | | | | | | | | | | | 12 | | | | | | | | | | | |
| | SE | | | | | | | | | 7 | | | | | | | | | | | | | | | |
| Lake Park Ave. | NW | Y | X | | | 3BS | | | | | | | | | | | | | | | | | | | CPT |
| | NE | Y | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| | SW | Y | X | | | 3BS | | | | | | | | | | | | | | | | | | | CPT |
| | SE | Y | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| | Metra railroad tracks overhead | | | | | | | | | | | | | | | | | | | | | | | | |
| Cornell Ave. | NW | | X | | | 3 | | | | | | | | | | | | | | | | | | | CPT |
| | NE | | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| Hyde Park Ave. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| PCC Sidewalk, 5 in | | | | | 0 | 3470 | 948 | 0 | 0 | 384 | 0 | 0 | 0 | 0 | 100 | 300 | 0 | 720 | 95 | 0 | 0 | 0 | 0 | 0 | 6017 SF |
| PCC Sidewalk, 5 in Special | | | | | 0 | 1638 | 572 | 0 | 0 | 378 | 0 | 0 | 0 | 0 | 145 | 247.5 | 0 | 816 | 96 | 0 | 0 | 280 | 0 | 0 | 4173 SF |
| PCC Sidewalk, 8 in Special | | | | | 0 | 1202 | 0 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 145 | 247.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1721 SF |
| Detectable Warning Tiles, Linear | | | | | 0 | 504 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 12 | 0 | 0 | 96 | 0 | 0 | 756 SF |
| Detectable Warning Tiles, Radial | | | | | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 56 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 244 SF |
| Combination Curb and Gutter Removal | | | | | 0 | 764 | 190 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 80 | 186 | 0 | 96 | 26 | 0 | 0 | 128 | 0 | 0 | 1602 FT |
| Sidewalk Removal | | | | | 0 | 6310 | 1512 | 0 | 0 | 888 | 0 | 0 | 0 | 0 | 390 | 795 | 0 | 1536 | 191 | 0 | 0 | 280 | 0 | 0 | 11902 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | | 0 | 764 | 190 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 80 | 186 | 0 | 96 | 26 | 0 | 0 | 128 | 0 | 0 | 1602 FT |
| Side Curb at Property Line | | | | | 0 | 210 | 60 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 52 | 102 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 484 FT |

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

E. 55TH STREET
PAYNE DR. TO S. HAYDE PARK BLVD.

SCALE: N.T.S.

SHEET NO. 78

DATE: 01/12/18

ADA Ramp Survey and Typical Quantities
E./W. Marquette Road / E. 67th Street (S. Ashland Ave. to S. Cottage Grove Ave.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of 67th St. (Marquette Rd. W leg) AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Bike lane striping. | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashland Ave. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | To be resurfaced under 2017 AR: Ashland from 63rd to 71st St. |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| Justine St. | NW | | X | | | 3A | | | | | | | | | | | | | | | | | | | Ponding water on S-facing tiles. |
| | NE | | | | | 3A | | | | | | | | | | | | | | | | | | | Ponding water on W-facing tiles. |
| | SW | | | | | 3A | | | | | | | | | | | | | | | | | | | Ponding water on N-facing tiles. |
| | SE | | X | | | 3A | | | | | | | | | | | | | | | | | | | Sediment on N-facing tiles. |
| Laflin St. | NW | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | NE | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| Bishop St. | NW | | X | | | 3A | | | | | | | | | | | | | | | | | | | |
| | NE | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| Loomis Blvd. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | To be resurfaced under 2017 AR: Loomis from 59th to 74th St. |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| Ada St. | NW | | | | | | | | | | | | | | | | 15A | | | | | | | | |
| | NE | | | | | | | | | | | | | | | | 15A | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| Throop St./Black Dr. | NW | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | NE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| Elizabeth St. | NW | | | | | | | | | | | | | | | | 15A | | | | | | | | |
| | NE | | | | | | | | | | | | | | | | 15A | | | | | | | | |
| | SW | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| Racine Ave. | NW | Y | | | | | | | | 7S | | | | | | | | | | | | | | | |
| | NE | Y | | | | | | | | 7S | | | | | | | | | | | | | | | |
| | SW | Y | | | | | | | | 7S | | | | | | | | | | | | | | | |
| | SE | Y | | | | | | | | 7S | | | | | | | | | | | | | | | |
| May St. | NW | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | NE | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | 3 | | | | | | | | | | | | | | | | | | | CPT |
| Aberdeen St. | NW | | | | | | | | | | | | | 11B | | | | | | | | | | | |
| | NE | | | | | | | | | | | | | 11B | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | 11B | | | | | | | | | | | |
| | SE | | | | | | | | | | | | | 11B | | | | | | | | | | | |

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO S. COTTAGE GROVE AVE.

SCALE: N.T.S.

SHEET NO. 79

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
E./W. Marquette Road / E. 67th Street (S. Ashland Ave. to S. Cottage Grove Ave.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of 67th St. (Marquette Rd. W leg) AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Bike lane striping. | | | | | | | | | | | | | | | | | | | | | | | | |
| Carpenter St. | NW | | | | | | | | | | | | | 11B | | | | | | | | | | | |
| | NE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | 11B | | | | | | | | | | | CPT |
| | SE | | X | | | 3 | | | | | | | | | | | | | | | | | | | CPT |
| Morgan St. | NW | Y | | | | | | | | | | | | 11A | | | | | | | | | | | |
| | NE | Y | | | | | | | | | | | | 11A | | | | | | | | | | | |
| | SW | Y | | | | | | | | | | | | 11A | | | | | | | | | | | |
| | SE | Y | | | | | | | | | | | | 11A | | | | | | | | | | | |
| Sangamon St. | NW | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | NE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| Peoria St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SE | | | | 2A | | | | | | | | | | | | | | | | | | | | |
| Green St. | NW | | | | 2B | | | | | | | | | | | | | | | | | | | | |
| | NE | | | | | | | | | | | | | | 11B | | | | | | | | | | |
| | SW | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | | | | | | | | | | 11B | | | | | | | | | | |
| Halsted St. | NW | Y | | | | 3BS | | | | | | | | | | | | | | | | | | | |
| | NE | Y | | | | | | | | 7S | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| Emerald St. | NW | | | | | | | | | | | | | | | | | 15A | | | | | | | |
| | NE | | | | | | | | | | | | | | | | | 15A | | | | | | | |
| | SW | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| Union Ave. (N leg) | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | | | | | | | | | | | | | | | | 15A | | | | | | | |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| Union Ave. (S leg) | NW | | | | | | | | | | | | | | | | | 15A | | | | | | | |
| | NE | | | | | | | | | | | | | | | | | 15A | | | | | | | |
| | SW | | | | 2A | | | | | | | | | | | | | | | | | | | | |
| | SE | | | | 2A | | | | | | | | | | | | | | | | | | | | |
| Lowe Ave. (N leg) | NW | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | NE | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| Lowe Ave. (S leg) | NW | | | | | | | | | | | | | | | | | 15A | | | | | | | |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SW | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | SE | | | | | | 4B | | | | | | | | | | | | | | | | | | |
| 601 W. Marquette Rd. | Railroad tracks overhead | | | | | | | | | | | | | | | | | | | | | | | | |

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
| | | | |
| | | | |
| | | | |
| | | | |

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO S. COTTAGE GROVE AVE.

SCALE: N.T.S.

SHEET NO. 80

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
E./W. Marquette Road / E. 67th Street (S. Ashland Ave. to S. Cottage Grove Ave.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of 67th St. (Marquette Rd. W leg) AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Bike lane striping. | | | | | | | | | | | | | | | | | | | | | | | | |
| Parnell Ave. | NW | | X | | | 3A | | | | | | | | | | | | | | | | | | | CCIT. To be impacted by bumpout. |
| | NE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| Normal Ave. | NW | Y | | | | | | | | | | | | | | 13S | | | | | | | | | |
| | NE | Y | | | | | | | | | | | | | 11BS | | | | | | | | | | |
| | SW | Y | | | | | | | | | | | | | 11BS | | | | | | | | | | |
| | SE | Y | | | | | | | | | | | | | 11BS | | | | | | | | | | |
| Stewart Ave. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | Y | | | | | | | | | | | | | 11AS | | | | | | | | | | CPT |
| | SW | Y | X | | | | | | | | | | | | 11AS | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | 11AS | | | | | | | | | | |
| Harvard Ave. | NW | | X | | | 3A | | | | | | | | | | | | | | | | | | | |
| | NE | | X | | | 3A | | | | | | | | | | | | | | | | | | | Replace tiles only |
| | SW | | X | | | | | | | | | | | | | | 15A | | | | | | | | CPT |
| | SE | | X | | | | | | | | | | | | | | 15A | | | | | | | | CPT |
| Yale Ave. | NW | | X | | | | 4 | | | | | | | | | | | | | | | | | | |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| 244 W. Marquette Rd. | Metra railroad tracks overhead | | | | | | | | | | | | | | | | | | | | | | | | |
| Wentworth Ave. | NW | Y | X | | | | | | | 7S | | | | | | | | | | | | | | | CPT |
| | NE | Y | X | | | | | | | | | | | | | 13S | | | | | | | | | |
| | SW | Y | X | | | 3BS | | | | | | | | | | | | | | | | | | | CPT |
| | SE | Y | X | | | 3BS | | | | | | | | | | | | | | | | | | | CPT |
| Perry Ave. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | | | | | | | | | | | | | 11B | | | | | | | | | | Adjust structure between ramps |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| Lafayette Ave. | NW | Y | X | | | 3AS | | | | | | | | | | | | | | | | | | | |
| | NE | Y | X | | | | 4S | | | | | | | | | | | | | | | | | | |
| | W median | Y | | | | | | | | | | | | | | | | | | | | 19S | | | |
| | SW | Y | X | | | | | | | 7S | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | 4S | | | | | | | | | | | | | | | | | | |
| 15 W. Marquette Rd. | Dan Ryan Expressway (I-90/94) below | | | | | | | | | | | | | | | | | | | | | | | | |
| State St. | NW | Y | X | | | | 4S | | | | | | | | | | | | | | | | | | |
| | NE | Y | X | | | 3BS | | | | | | | | | | | | | | | | | | | |
| | E median | Y | X | | | | | | | | | | | | | | | | | | | 19S | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | 21S | |
| | SE | Y | X | | | | | | | | | | | | | 13S | | | | | | | | | Sidewalk obstructions |
| Wabash Ave. (N leg) | NW | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | NE | | | | | | 4B | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | | | | 15A | | | | | | | | |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS NO. BY DATE DESCRIPTION | CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154 | E./W. MARQUETTE ROAD/E. 67TH STREET S. ASHLAND AVE. TO S. COTTAGE GROVE AVE. | SHEET NO. 81 |
|---|---|---|---|---|---|
| | | | ADA RAMP QUANTITIES | SCALE: N.T.S. | DATE:01/12/18 |

ADA Ramp Survey and Typical Quantities
E./W. Marquette Road / E. 67th Street (S. Ashland Ave. to S. Cottage Grove Ave.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of 67th St. (Marquette Rd. W leg) AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Bike lane striping. | | | | | | | | | | | | | | | | | | | | | | | | |
| Wabash Ave. (S leg) | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SW | | X | | | | 4B | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| Michigan Ave. (N leg) | NW | | X | | | | 4A | | | | | | | | | | | | | | | | | | CPT |
| | NE | | X | | | | 4A | | | | | | | | | | | | | | | | | | CPT |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| Michigan Ave. (S leg) | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | NE | | | | | | | | | | | | | | | | 15A | | | | | | | | |
| | SW | | | | | | 4B | | | | | | | | | | | | | | | | | | Remove N-facing ramp; no crossing. |
| | SE | | | | | 2A | | | | | | | | | | | | | | | | | | | |
| Hartwell Ave. | NW | | | | | | 4B | | | | | | | | | | | | | | | | | | Remove S-facing ramp; no crossing. |
| | NE | | X | | | 2A | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | SE | | | | | | | | | | | | | | | | 15A | | | | | | | | |
| Indiana Ave. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT, but ponding water. |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| Prairie Ave. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | | | 2A | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | 2A | | | | | | | | | | | | | | | | | | | | CPT |
| | Chicago Skyway (I-90E Tollroad) overhead. Elevated sidewalks with pedestrian guard rails. | | | | | | | | | | | | | | | | | | | | | | | | |
| | Railroad tracks overhead | | | | | | | | | | | | | | | | | | | | | | | | |
| Dr. Martin Luther King Jr. Dr./ South Chicago Ave. | NW | Y | | | | | | | | | | | | | | | | | | | | | | | Intersection partially resurfaced under 2016 AR: MLK from 51st to 67th; to be completed under 2017 AR: South Chicago from 67th St. to 79th. |
| | NE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | S | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| Vernon Ave. | NW | | X | | | 3B | | | | | | | | | | | | | | | | | | | |
| | NE | | X | | | 3B | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | 15A | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | 15A | | | | | | | | |
| Eberhart Ave./ Marquette Rd. (N leg) | NW | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | NE | | X | | | 3 | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | X | | | 3 | | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| Rhodes Ave. | NW | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | NE | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | 3 | | | | | | | | | | | | | | | | | | | CPT |

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
| | | | |
| | | | |
| | | | |
| | | | |

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

E./W. MARQUETTE ROAD/E. 67TH STREET
S. ASHLAND AVE. TO S. COTTAGE GROVE AVE.

SCALE: N.T.S.

SHEET NO. 82

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
E./W. Marquette Road / E. 67th Street (S. Ashland Ave. to S. Cottage Grove Ave.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of 67th St. (Marquette Rd. W leg) AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Bike lane striping. | | | | | | | | | | | | | | | | | | | | | | | | |
| St. Lawrence Ave. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| Champlain Ave. | NW | | X | | | 3B | | | | | | | | | | | | | | | | | | | |
| | NE | | X | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | 3 | | | | | | | | | | | | | | | | | | | Repair adjacent sidewalk. |
| | SE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| Langley Ave. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT. Intersection recently resurfaced and in good condition. |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | |
| Evans Ave. | NW | | X | | | 3 | | | | | | | | | | | | | | | | | | | |
| | NE | | X | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | 3A | | | | | | | | | | | | | | | | | | | |
| Cottage Grove Ave. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | Y | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| | SW | Y | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| PCC Sidewalk, 5 in | | | | | 548 | 6456 | 1824 | 0 | 0 | 672 | 0 | 0 | 0 | 1220 | 0 | 150 | 0 | 1224 | 0 | 0 | 0 | 0 | 0 | 36 | 12094 SF |
| PCC Sidewalk, 5 in Special | | | | | 1125 | 10078 | 906 | 0 | 0 | 0 | 0 | 0 | 0 | 2720 | 0 | 0 | 0 | 1326 | 0 | 0 | 0 | 0 | 0 | 0 | 16155 SF |
| PCC Sidewalk, 8 in Special | | | | | 0 | 589 | 366 | 0 | 0 | 882 | 0 | 0 | 0 | 1518 | 0 | 247.5 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 48 | 3743 SF |
| Detectable Warning Tiles, Linear | | | | | 144 | 1560 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 0 | 0 | 0 | 204 | 0 | 0 | 0 | 48 | 0 | 12 | 2292 SF |
| Detectable Warning Tiles, Radial | | | | | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 0 | 0 | 452 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 676 SF |
| Combination Curb and Gutter Removal | | | | | 245 | 2313 | 432 | 0 | 0 | 231 | 0 | 0 | 0 | 751 | 0 | 93 | 0 | 306 | 0 | 0 | 0 | 64 | 0 | 21 | 4435 FT |
| Sidewalk Removal | | | | | 1673 | 17123 | 3082 | 0 | 0 | 1554 | 0 | 0 | 0 | 5458 | 0 | 397.5 | 0 | 2550 | 0 | 0 | 0 | 140 | 0 | 84 | 31978 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | | 245 | 2313 | 432 | 0 | 0 | 231 | 0 | 0 | 0 | 751 | 0 | 93 | 0 | 306 | 0 | 0 | 0 | 64 | 0 | 21 | 4435 FT |
| Side Curb at Property Line | | | | | 60 | 650 | 140 | 0 | 0 | 70 | 0 | 0 | 0 | 170 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1141 FT |

ADA Ramp Survey and Typical Quantities
W. Archer Avenue (S. Nottingham Ave. to S. Narragansett Ave.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Archer Ave. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nottingham Ave. | NW | | | | | | | | | | | | 11B | | | | | | | | | | | | |
| | NE | | | | | | | | 7 | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | 7 | | | | | | | | | | | | | | | | |
| | SE | | | | | | | | | | | | 11B | | | | | | | | | | | | |
| Nordica Ave. | NW | | | | 3 | | | | | | | | | | | | | | | | | | | | |
| | NE | | | | | | | | 7 | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | 12 | | | | | | | | | | | | | |
| | SE | | | | | 4 | | | | | | | | | | | | | | | | | | | |
| Sayre Ave. | NW | Y | | | 3S | | | | | | | | | | | | | | | | | | | | |
| | NE | Y | | | 3BS | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | | | 3BS | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | | | 3S | | | | | | | | | | | | | | | | | | | | |
| Newland Ave. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT; Intersection recently resurfaced. |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | |
| New England Ave. | NW | | | | | | | | | | | | 11B | | | | | | | | | | | | |
| | NE | | | | 3B | | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | 11B | | | | | | | | | | | | |
| | SE | | | | 3B | | | | | | | | | | | | | | | | | | | | |
| Newcastle Ave. | NW | | X | | | | | | | | | | | 12 | | | | | | | | | | | |
| | NE | | X | | | | | | | | | | | 12 | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | | | | 3 | | | | | | | | | | | | | | | | | | | | |
| Oak Park Ave. | NW | Y | | | 3S | | | | | | | | | | | | | | | | | | | | |
| | NE | Y | | | 3S | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | 3 | | | | | | | | | | | | | | | | | | | | CPT |
| | SE | Y | | | 3S | | | | | | | | | | | | | | | | | | | | |
| Rutherford Ave. | NW | | X | | | | | | | | | | 11B | | | | | | | | | | | | CPT |
| | NE | | X | | | | | | | | | | 11B | | | | | | | | | | | | |
| | SW | | | | 3 | | | | | | | | | | | | | | | | | | | | |
| | SE | | | | 3 | | | | | | | | | | | | | | | | | | | | |
| Normandy Ave. | NW | | X | | | | | | | | | | 11B | | | | | | | | | | | | |
| | NE | | | | | | | | | | | | 11B | | | | | | | | | | | | |
| | SW | | | | 3B | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| Natoma Ave. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | | | 3 | | | | | | | | | | | | | | | | | | | | |
| | SE | | | | 3B | | | | | | | | | | | | | | | | | | | | |
| Nashville Ave. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT; Intersection recently resurfaced. |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | |

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

W. ARCHER AVENUE
S. NOTTINGHAM AVE. TO
S. NARRAGANSETT AVE.

SCALE: N.T.S.

SHEET NO.
84

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
W. Archer Avenue (S. Nottingham Ave. to S. Narragansett Ave.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Archer Ave. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Neenah Ave. | NW | | | | | 3 | | | | | | | | | | | | | | | | | | | | |
| | NE | | X | | | 3B | | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | X | | | 3A | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | 3B | | | | | | | | | | | | | | | | | | | | |
| Natchez Ave. | NW | | | | | 3 | | | | | | | | | | | | | | | | | | | | |
| | NE | | | | | 3 | | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | 3 | | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | 3 | | | | | | | | | | | | | | | | | | | | |
| Nagle Ave. | NW | | X | | | | | | | | | | | 11B | | | | | | | | | | | | CCIT & CPT; Intersection recently resurfaced. |
| | NE | | X | | | | | | | | | | | 11B | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | 11B | | | | | | | | | | | | |
| Narragansett Ave. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | Y | X | | | | | | | | | | | | | 13 | | | | | | | | | | CPT |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | | CCIT |
| PCC Sidewalk, 5 in | | | | | 0 | 3996 | 222 | 0 | 0 | 288 | 0 | 0 | 0 | 880 | 100 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 5536 SF |
| PCC Sidewalk, 5 in Special | | | | | 0 | 2665 | 122 | 0 | 0 | 378 | 0 | 0 | 0 | 2552 | 290 | 82.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 6090 SF |
| PCC Sidewalk, 8 in Special | | | | | 0 | 1056 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1056 SF |
| Detectable Warning Tiles, Linear | | | | | 0 | 600 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 612 SF |
| Detectable Warning Tiles, Radial | | | | | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 497.2 | 56 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 645 SF |
| Combination Curb and Gutter Removal | | | | | 0 | 915 | 37 | 0 | 0 | 99 | 0 | 0 | 0 | 495 | 80 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1657 FT |
| Sidewalk Removal | | | | | 0 | 7717 | 342 | 0 | 0 | 666 | 0 | 0 | 0 | 3432 | 390 | 132.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 12680 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | | 0 | 915 | 37 | 0 | 0 | 99 | 0 | 0 | 0 | 495 | 80 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1657 FT |
| Side Curb at Property Line | | | | | 0 | 250 | 10 | 0 | 0 | 30 | 0 | 0 | 0 | 110 | 52 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 469 FT |

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CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

W. ARCHER AVENUE
S. NOTTINGHAM AVE. TO
S. NARRAGANSETT AVE.

SCALE: N.T.S.

SHEET NO.
85

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
W. Archer Avenue (S. Kolin Ave. to S. 47th St.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Archer Ave. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Water? working on Archer from Kildare to Komensky and from Pulaski to Lawndale. | | | | | | | | | | | | | | | | | | | | | | | | |
| Kolin Ave./51st St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT. Intersection resurfaced in 4Q 2015. |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | |
| Kildare Ave./51st St. | NW | | | | | 3 | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | | | | 3 | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT. Bigane working at SW and SE |
| | SSW | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | SE | | | | | | | | | | | | | | | | | | | | 19 | | | | corners for Water. Will they restore ramps? |
| | SSE | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| Tripp Ave. | NW | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | NE | | | | | 3B | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | SE | | | | | | | | | | | | | 12 | | | | | | | | | | | |
| Keeler Ave. | NW | Y | X | | | 3S | | | | | | | | | | | | | | | | | | | CPT |
| | NE | Y | | | | 3S | | | | | | | | | | | | | | | | | | | |
| | SW | Y | | | | 3S | | | | | | | | | | | | | | | | | | | |
| | SE | Y | | | | 3S | | | | | | | | | | | | | | | | | | | |
| Kedvale Ave. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | | | | | | | | | | | 11B | | | | | | | | | | | | |
| | SE | | | | | 3B | | | | | | | | | | | | | | | | | | | |
| Karlov Ave. | NW | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | NE | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | 11B | | | | | | | | | | | | |
| | SE | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| Komensky Ave. | NW | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | NE | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | SE | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| Pulaski Rd./50th St. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | W | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| 49th St./Avers Ave. | NW | | | | | | | | | | | | | 12 | | | | | | | | | | | |
| | NE | | | | | | | | | | | | 11A | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | 12 | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| Avers Ave. (W leg) | NW | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SW | | X | | | | 4 | | | | | | | | | | | | | | | | | | |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| Hamlin Ave. | N | | | | | | | | | | | | 11A | | | | | | | | | | | | |
| | W | | | | | | | | | | | | 11A | | | | | | | | | | | | |
| | S | | | | | | | | | | | | 11B | | | | | | | | | | | | |
| | E | | X | | | | | | | | | | 11A | | | | | | | | | | | | CPT |

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

W. ARCHER AVENUE
S. KOLIN AVE. TO W. 47TH ST.

SCALE: N.T.S.

SHEET NO.
86

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
W. Archer Avenue (S. Kolin Ave. to S. 47th St.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Archer Ave. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Water? working on Archer from Kildare to Komensky and from Pulaski to Lawndale. | | | | | | | | | | | | | | | | | | | | | | | | |
| Ridgeway Ave. (E leg) | N | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | W | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | S | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| | E | | X | | | | 4 | | | | | | | | | | | | | | | | | | |
| Ridgeway Ave. (W leg) | N | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| | W | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| | S | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | E | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| Lawndale Ave. | N | Y | | | | 3S | | | | | | | | | | | | | | | | | | | |
| | W | Y | | | | 3S | | | | | | | | | | | | | | | | | | | |
| | S | Y | | | | | | | | | | | | 12S | | | | | | | | | | | |
| | E | Y | | | | | | | | | | | | | 13S | | | | | | | | | | |
| 47th St. | NW | Y | | | | | | | | | | | | | | | | | | | | | | | Intersection resurfaced under 2016 AR: Archer from 47th to Kedzie. |
| | NE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| PCC Sidewalk, 5 in | | | | | 0 | 2216 | 3108 | 0 | 0 | 0 | 0 | 0 | 0 | 480 | 200 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6054 SF |
| PCC Sidewalk, 5 in Special | | | | | 0 | 1226 | 1708 | 0 | 0 | 0 | 0 | 0 | 0 | 1792 | 435 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 5231 SF |
| PCC Sidewalk, 8 in Special | | | | | 0 | 1020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 82.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1248 SF |
| Detectable Warning Tiles, Linear | | | | | 0 | 336 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 624 SF |
| Detectable Warning Tiles, Radial | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135.6 | 112 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 SF |
| Combination Curb and Gutter Removal | | | | | 0 | 516 | 518 | 0 | 0 | 0 | 0 | 0 | 0 | 307 | 160 | 31 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 1564 FT |
| Sidewalk Removal | | | | | 0 | 4462 | 4788 | 0 | 0 | 0 | 0 | 0 | 0 | 2272 | 780 | 132.5 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 12505 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | | 0 | 516 | 518 | 0 | 0 | 0 | 0 | 0 | 0 | 307 | 160 | 31 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 1564 FT |
| Side Curb at Property Line | | | | | 0 | 140 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 104 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 471 FT |

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

W. ARCHER AVENUE
S. KOLIN AVE. TO W. 47TH ST.

SCALE: N.T.S.

SHEET NO.
87

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
S. Austin Avenue (W. 59th St. to W. 55th St.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Austin Ave. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55th St. | NW | Y | X | | | 3S | | | | | | | | | | | | | | | | | | | CCIT & CPT; Intersection recently resurfaced. |
| | NE | Y | X | | | 3BS | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| 56th St. | NW | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | NE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | 3A | | | | | | | | | | | | | | | | | | | CPT |
| | SE | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| 57th St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | 3 | | | | | | | | | | | | | | | | | | | CPT |
| 58th St. | NW | | X | | | 3 | | | | | | | | | | | | | | | | | | | |
| | NE | | X | | | 3A | | | | | | | | | | | | | | | | | | | |
| | SW | | | | 2A | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| 59th St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT; Intersection recently resurfaced. |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | |
| PCC Sidewalk, 5 in | | | | | 60 | 1160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1220 SF |
| PCC Sidewalk, 5 in Special | | | | | 182 | 1572 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1754 SF |
| PCC Sidewalk, 8 in Special | | | | | 0 | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 SF |
| Detectable Warning Tiles, Linear | | | | | 24 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 SF |
| Detectable Warning Tiles, Radial | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 SF |
| Combination Curb and Gutter Removal | | | | | 40 | 394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 434 FT |
| Sidewalk Removal | | | | | 242 | 3005 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3247 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | | 40 | 394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 434 FT |
| Side Curb at Property Line | | | | | 10 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 FT |

ADA Ramp Survey and Typical Quantities
E. Best Drive (S. Dr. Martin Luther King Dr. to Payne Dr.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Best Dr. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dr. Martni Luther King Jr. Dr. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | Intersection resurfaced under 2016 AR: MLK Drive from 51st St. to Marquette Rd. (67th St.) |
| | W | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| 225' EEL | N | | | | | | 4B | | | | | | | | | | | | | | | | | | Asphalt path, but with curb and no crosswalk |
| | S | | | | | | 4B | | | | | | | | | | | | | | | | | | |
| St. Lawrence Ave. | NW | | | | | | | | | | | | | | | | | | | | | | | | No sidewalk/no crossing |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | |
| Payne Dr. | NW | | | | | | | | | | | | | | | | | | | | | | | | No sidewalk/no crossing |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | |
| PCC Sidewalk, 5 in | | | | | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 SF |
| PCC Sidewalk, 5 in Special | | | | | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 SF |
| PCC Sidewalk, 8 in Special | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 SF |
| Detectable Warning Tiles, Linear | | | | | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 SF |
| Detectable Warning Tiles, Radial | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 SF |
| Combination Curb and Gutter Removal | | | | | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 FT |
| Sidewalk Removal | | | | | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 FT |
| Side Curb at Property Line | | | | | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 FT |

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CITY OF CHICAGO
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DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

E. BEST DRIVE
S. DR. MARTIN LUTHER KING DR.
TO PAYNE DR.

SCALE: N.T.S.

SHEET NO.
89

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
S. Damen Avenue (W. 33rd St. to W. Pershing Rd.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Damen Ave. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33rd St. | NW | Y | X | | | | | | | | | | 11BS | | | | | | | | | | | | CPT; Intersection recently resurfaced. |
| | NE | Y | X | | | | | | | | | | 11BS | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | 11BS | | | | | | | | | | | | |
| | SE | Y | X | | 3BS | | | | | | | | | | | | | | | | | | | | |
| 3343 S. Damen Ave. | Railroad tracks overhead. | | | | | | | | | | | | | | | | | | | | | | | | |
| 34th St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| Archer Ave. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT; Intersection recently resurfaced. |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | |
| 34th Pl. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | NE | | X | | | 4 | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SE | | X | | | 4 | | | | | | | | | | | | | | | | | | | CPT |
| 35th St. | NW | Y | X | | | | | | | | | | 11BS | | | | | | | | | | | | |
| | NE | Y | X | | | | | | 7S | | | | | | | | | | | | | | | | CPT |
| | SW | Y | X | | 3BS | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | 7S | | | | | | | | | | | | | | | | CPT |
| 36th St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | 3 | | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | 3B | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| 37th St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT; Inrtersection recently resurfaced. Approximately 50LF of low median. |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | |
| 38th St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| Pershing Rd. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT; Inrtersection recently resurfaced. |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| PCC Sidewalk, 5 in | | | | 0 | 706 | 444 | 0 | 0 | 192 | 0 | 0 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1662 SF |
| PCC Sidewalk, 5 in Special | | | | 0 | 273 | 244 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 517 SF |
| PCC Sidewalk, 8 in Special | | | | 0 | 206 | 0 | 0 | 0 | 252 | 0 | 0 | 0 | 928 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1386 SF |
| Detectable Warning Tiles, Linear | | | | 0 | 96 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 120 SF |
| Detectable Warning Tiles, Radial | | | | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 180.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 233 SF |
| Combination Curb and Gutter Removal | | | | 0 | 145 | 74 | 0 | 0 | 66 | 0 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 465 FT |
| Sidewalk Removal | | | | 0 | 1185 | 684 | 0 | 0 | 444 | 0 | 0 | 0 | 1248 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 3561 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | 0 | 145 | 74 | 0 | 0 | 66 | 0 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 465 FT |
| Side Curb at Property Line | | | | 0 | 40 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 120 FT |

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CITY OF CHICAGO
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DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

S. DAMEN AVENUE
W. 33RD ST. TO W. PERSHING RD.

SCALE: N.T.S.

SHEET NO.
90

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
S. Kedzie Avenue (W. 63rd St. to W. Marquette Rd.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Kedzie Ave. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Approximately 100LF of curb and gutter replacement. | | | | | | | | | | | | | | | | | | | | | | | | |
| 63rd St. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| 63rd Pl. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| 64th St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | | | | 3B | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | | | | 2B | | | | | | | | | | | | | | | | | | | | |
| 64th Pl. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT & CPT |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | 15B | | | | | | | | | |
| 65th St. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | Y | X | | | 3S | | | | | | | | | | | | | | | | | | | CPT |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | Y | X | | | 3AS | | | | | | | | | | | | | | | | | | | CPT, but ponding water on N-facing tile. |
| 65th Pl. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | | | | | | | | | | | | | | 15B | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SE | | | | | | | | | | | | | | | 15B | | | | | | | | | |
| 66th St. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | |
| 66th Pl. | NW | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | |
| Marquette Rd. | NW | Y | | | | | | | | | | | | | 13S | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | NE | Y | | | | | | | 7S | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| PCC Sidewalk, 5 in | | | | | 248 | 398 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 1152 SF |
| PCC Sidewalk, 5 in Special | | | | | 215 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 408 | 0 | 0 | 0 | 0 | 0 | 0 | 726 SF |
| PCC Sidewalk, 8 in Special | | | | | 0 | 347 | 0 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 82.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 556 SF |
| Detectable Warning Tiles, Linear | | | | | 24 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 132 SF |
| Detectable Warning Tiles, Radial | | | | | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 SF |
| Combination Curb and Gutter Removal | | | | | 45 | 108 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 265 FT |
| Sidewalk Removal | | | | | 463 | 848 | 0 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 132.5 | 0 | 768 | 0 | 0 | 0 | 0 | 0 | 0 | 2434 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | | 45 | 108 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 265 FT |
| Side Curb at Property Line | | | | | 10 | 30 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 FT |

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CITY OF CHICAGO
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DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

S. KEDZIE AVENUE
W. 63RD ST. TO W. MARQUETTE RD.

SCALE: N.T.S.

SHEET NO.
91

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
S. Racine Avenue (W. 47th St. to W. 51st St.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Racine Ave. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Notes: | Conventional bike lane striping on Racine from 47th to 51st. | | | | | | | | | | | | | | | | | | | | | | | | |
| 47th St. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT; Intersection in good condition. Also within limits of AR 2017: 47th St. from Western Ave. to Racine Ave. |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| 47th Pl. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | NE | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT, but remove W-facing ramp. |
| | SW | | | | | | | | | | | | | | | | 15B | | | | | | | | Skew crosswalk or relocate light pole. |
| | SE | | X | | | 3 | | | | | | | | | | | | | | | | | | | CPT |
| 48th St. | NW | | X | | | | | | | | | | 11B | | | | | | | | | | | | CPT |
| | NE | | X | | | | | | | | | | 11B | | | | | | | | | | | | CPT |
| | SW | | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | | | | | | | | 11B | | | | | | | | | | | | CPT |
| 49th St. | NW | | | | | 3 | | | | | | | | | | | | | | | | | | | Intersection in good condition. |
| | NE | | X | | | 3B | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | | | | | 4 | | | | | | | | | | | | | | | | | | Intersection in good condition. |
| | SE | | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| 4908 S. Racine Ave. | Viaduct | | | | | | | | | | | | | | | | | | | | | | | | |
| 49th Pl. | NW | | | | | | 4 | | | | | | | | | | | | | | | | | | |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SW | | | | | 3 | | | | | | | | | | | | | | | | | | | May need C&G replacement btw |
| | SE | | | | | | | | | | | | | | | | 15B | | | | | | | | 49th Pl. & 50th St. on E side. |
| 50th St. | NW | | | | | 3 | | | | | | | | | | | | | | | | | | | Remove post in pie |
| | NE | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | 3B | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | 3 | | | | | | | | | | | | | | | | | | | |
| 51st St. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT; Intersection in good condition. |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| PCC Sidewalk, 5 in | | | | 0 | 1476 | 666 | 0 | 0 | 0 | 0 | 0 | 0 | 240 | 0 | 0 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | | 2622 SF |
| PCC Sidewalk, 5 in Special | | | | 0 | 1329 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 696 | 0 | 0 | 0 | 272 | 0 | 0 | 0 | 0 | 0 | 0 | | 2663 SF |
| PCC Sidewalk, 8 in Special | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 SF |
| Detectable Warning Tiles, Linear | | | | 0 | 216 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | | 276 SF |
| Detectable Warning Tiles, Radial | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 136 SF |
| Combination Curb and Gutter Removal | | | | 0 | 330 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | | 608 FT |
| Sidewalk Removal | | | | 0 | 2805 | 1026 | 0 | 0 | 0 | 0 | 0 | 0 | 936 | 0 | 0 | 0 | 512 | 0 | 0 | 0 | 0 | 0 | 0 | | 5279 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | 0 | 330 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | | 608 FT |
| Side Curb at Property Line | | | | 0 | 90 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 150 FT |

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

S. RACINE AVENUE
W. 47TH ST. TO W. 51ST ST.

SCALE: N.T.S.

SHEET NO.
92

DATE:01/12/18

ADA Ramp Survey and Typical Quantities
S. Western Boulevard (W. Garfield Blvd. to W. 45th St.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Western Blvd. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 45th St. | NW | Y | | | | | | | | | | | 11BS | | | | | | | | | | | | |
| | NE | Y | | | | | | | | | | | 11AS | | | | | | | | | | | | |
| | SW | Y | | | | | | | | | | | 11BS | | | | | | | | | | | | |
| | SE | Y | | | | | | | | | | | 11AS | | | | | | | | | | | | |
| 47th St. | NW | Y | X | | | | | | | | | | | | | | | | | | | | | | To be resurfaced under 2017 AR: 47th St. from Western Ave. to Racine Ave. |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | | | | | | | | | |
| 47th Pl. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | NE | | X | | | | 4A | | | | | | | | | | | | | | | | | | CPT |
| | SW | | X | | | | 4B | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | 2A | | | | | | | | | | | | | | | | | | | | |
| 48th St. | NW | | X | | | | 4B | | | | | | | | | | | | | | | | | | CPT |
| | NE | | X | | 2A | | | | | | | | | | | | | | | | | | | | CPT |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SE | | X | | | | 4A | | | | | | | | | | | | | | | | | | CPT |
| 48th Pl. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | NE | | X | | | | 4A | | | | | | | | | | | | | | | | | | CPT |
| | SW | | | | | | | | | | | | | | 13 | | | | | | | | | | |
| | SE | | X | | 2A | | | | | | | | | | | | | | | | | | | | |
| 49th St | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | NE | | X | | | | 4A | | | | | | | | | | | | | | | | | | CPT, but remove W-facing ramp. |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SE | | X | | | | 4 | | | | | | | | | | | | | | | | | | CPT |
| 4911 S. Western Blvd. | CTA railroad tracks overhead | | | | | | | | | | | | | | | | | | | | | | | | |
| 49th Pl. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing. |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | |
| 50th St. | NW | | | | | | | | | | | | 11B | | | | | | | | | | | | |
| | NE | | X | | 2A | | | | | | | | | | | | | | | | | | | | May replace tiles & ramp only |
| | SW | | | | | | | | | | | | 11B | | | | | | | | | | | | |
| | SE | | X | | | | | | | | | | 11A | | | | | | | | | | | | |
| 50th Pl. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | NE | | X | | | | 4A | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SE | | X | | | | 4A | | | | | | | | | | | | | | | | | | CPT |
| 51st St. | NW | Y | | | | | | | | | | | | | 13S | | | | | | | | | | |
| | NE | Y | | | | 3S | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | | | | | | | | | | 13S | | | | | | | | | | |
| | SE | Y | | | | 3S | | | | | | | | | | | | | | | | | | | |
| 51st Pl. | NW | | | | | | | | | | | | | | | | | | | | | | | | No crossing. Restore curbs. Approximately 400LF. |
| | NE | | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | |
| | SE | | | | | | | | | | | | | | | | | | | | | | | | |

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
| | | | |
| | | | |
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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP QUANTITIES

S. WESTERN BOULEVARD
W. GARFIELD BLVD. TO W. 45TH ST.

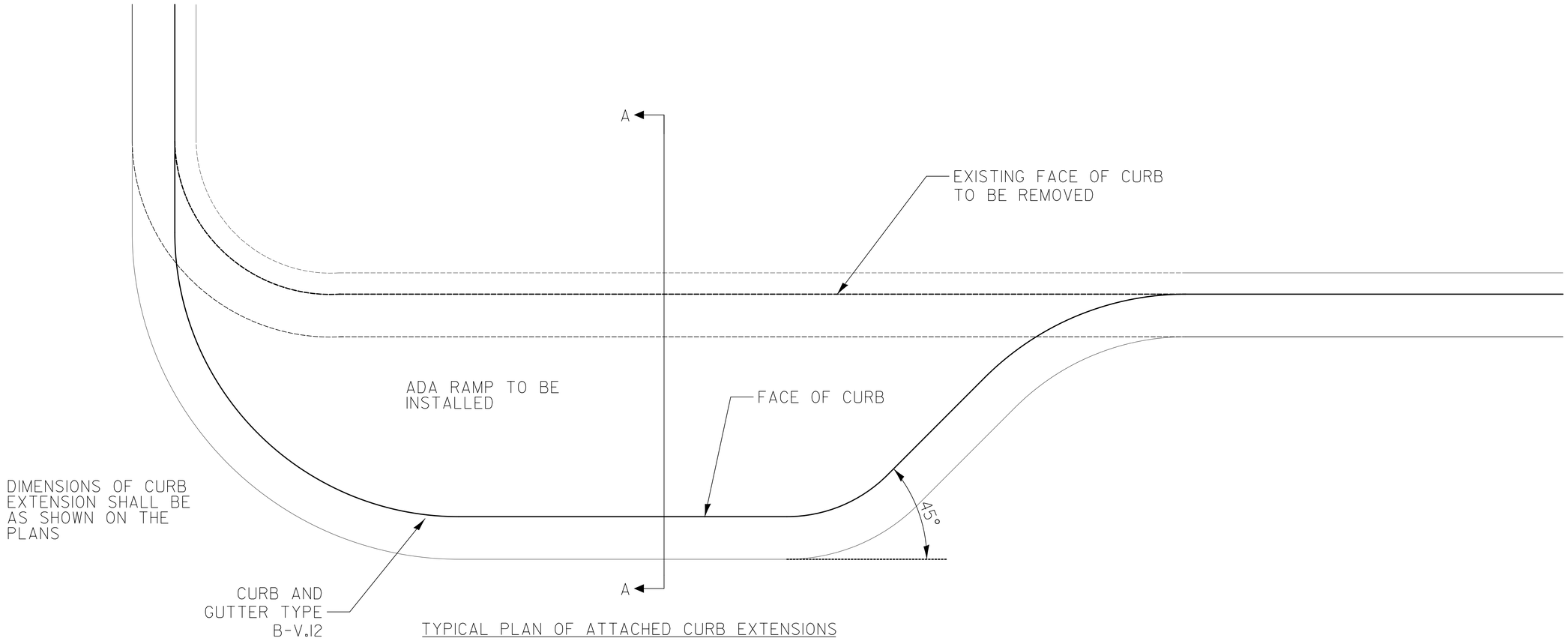
SCALE: N.T.S.

SHEET NO. 93

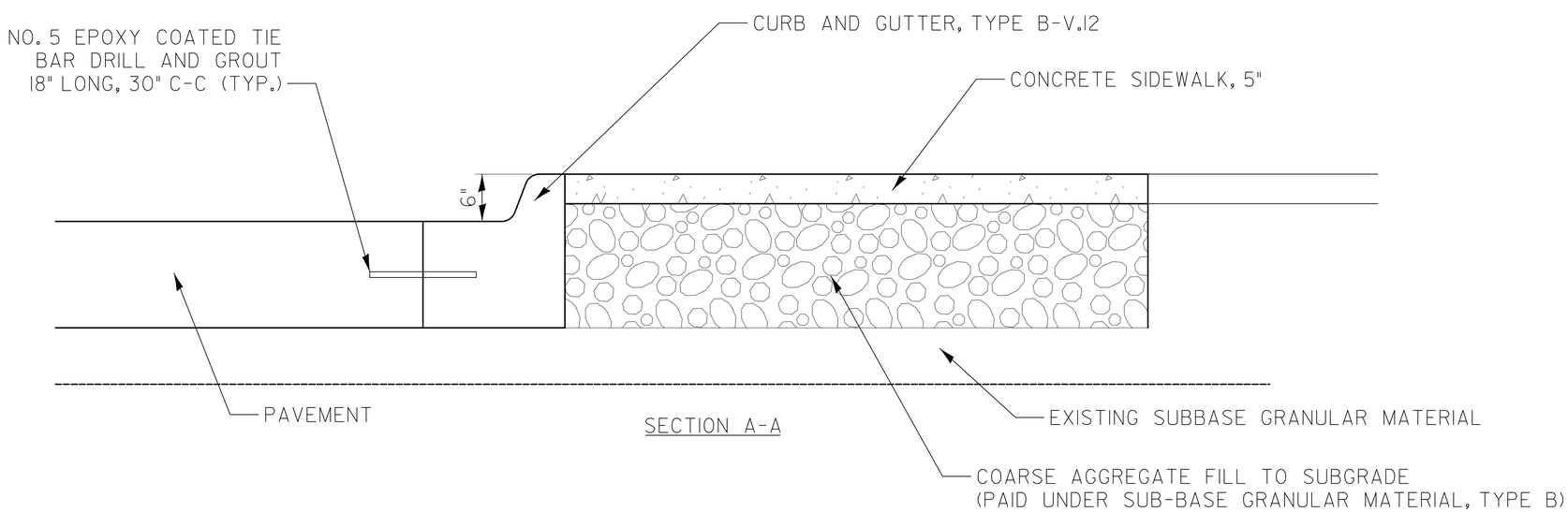
DATE:01/12/18

ADA Ramp Survey and Typical Quantities
S. Western Boulevard (W. Garfield Blvd. to W. 45th St.)
Arterial Street Resurfacing Project 81 - South Area
CDOT Project No. B-4-154

| Intersection of Western Blvd. AND | Corner | Signalized? | Existing ADA Ramp | Non-Standard Crossing | B-1-2 | B-1-3 | B-1-4 | B-1-5 | B-1-6 | B-1-7 | B-1-8 | B-1-9 | B-1-10 | B-1-11 | B-1-12 | B-1-13 | B-1-14 | B-1-15 | B-1-16 | B-1-17 | B-1-18 | B-1-19 | B-1-20 | B-1-21 | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 52nd St. | NW | | | | | 4B | | | | | | | | | | | | | | | | | | | |
| | NE | | X | | 2A | | | | | | | | | | | | | | | | | | | | |
| | SW | | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SE | | X | | | 4A | | | | | | | | | | | | | | | | | | | Remove W-facing ramp. |
| 53rd St. | NW | | X | | | 4B | | | | | | | | | | | | | | | | | | | CPT |
| | NE | | X | | | | | | | | | | | | | | 15A | | | | | | | | CPT |
| | SW | | X | | | 4B | | | | | | | | | | | | | | | | | | | CPT |
| | SE | | X | | | | | | | | | | | | | | 15A | | | | | | | | CPT |
| 54th St. | NW | Y | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | NE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | X | | | 4BS | | | | | | | | | | | | | | | | | | | |
| | SE | Y | X | | | | | | | | | | | | | | 15AS | | | | | | | | |
| Garfield Blvd. (WB) | NW | Y | X | | | 4BS | | | | | | | | | | | | | | | | | | | CPT |
| | NE | Y | X | | | | | | | | | | | | | | | | | | | | | | CCIT |
| | SW | Y | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | SE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| Garfield Blvd. (EB) | NW | Y | | | | | | | | | | | | | | | | | | | | | | | No crossing |
| | NE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SW | Y | | | | | | | | | | | | | | | | | | | | | | | |
| | SE | Y | | | | | | | | | | | | | | | | | | | | | | | |
| PCC Sidewalk, 5 in | | | | | 300 | 308 | 852 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 150 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 2326 SF |
| PCC Sidewalk, 5 in Special | | | | | 910 | 0 | 1060 | 0 | 0 | 0 | 0 | 0 | 0 | 738 | 0 | 82.5 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 2947 SF |
| PCC Sidewalk, 8 in Special | | | | | 0 | 340 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 1012 | 0 | 165 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 1679 SF |
| Detectable Warning Tiles, Linear | | | | | 120 | 48 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 456 SF |
| Detectable Warning Tiles, Radial | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180.8 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 SF |
| Combination Curb and Gutter Removal | | | | | 200 | 74 | 422 | 0 | 0 | 0 | 0 | 0 | 0 | 309 | 0 | 93 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 1152 FT |
| Sidewalk Removal | | | | | 1210 | 648 | 1994 | 0 | 0 | 0 | 0 | 0 | 0 | 2250 | 0 | 397.5 | 0 | 450 | 0 | 0 | 0 | 0 | 0 | 0 | 6950 SF |
| Combination Concrete Curb and Gutter, Type B-6.12 | | | | | 200 | 74 | 422 | 0 | 0 | 0 | 0 | 0 | 0 | 309 | 0 | 93 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 1152 FT |
| Side Curb at Property Line | | | | | 50 | 20 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 FT |

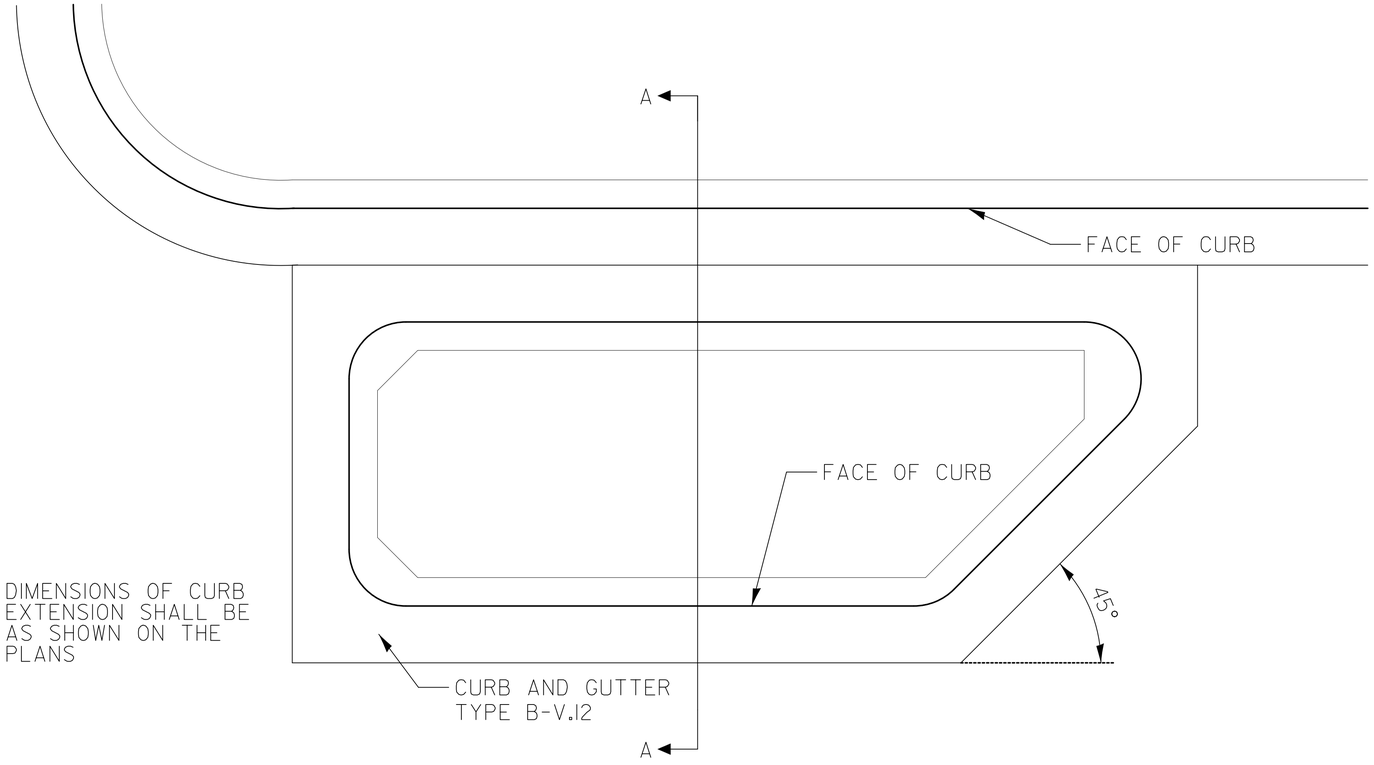



TYPICAL PLAN OF ATTACHED CURB EXTENSIONS

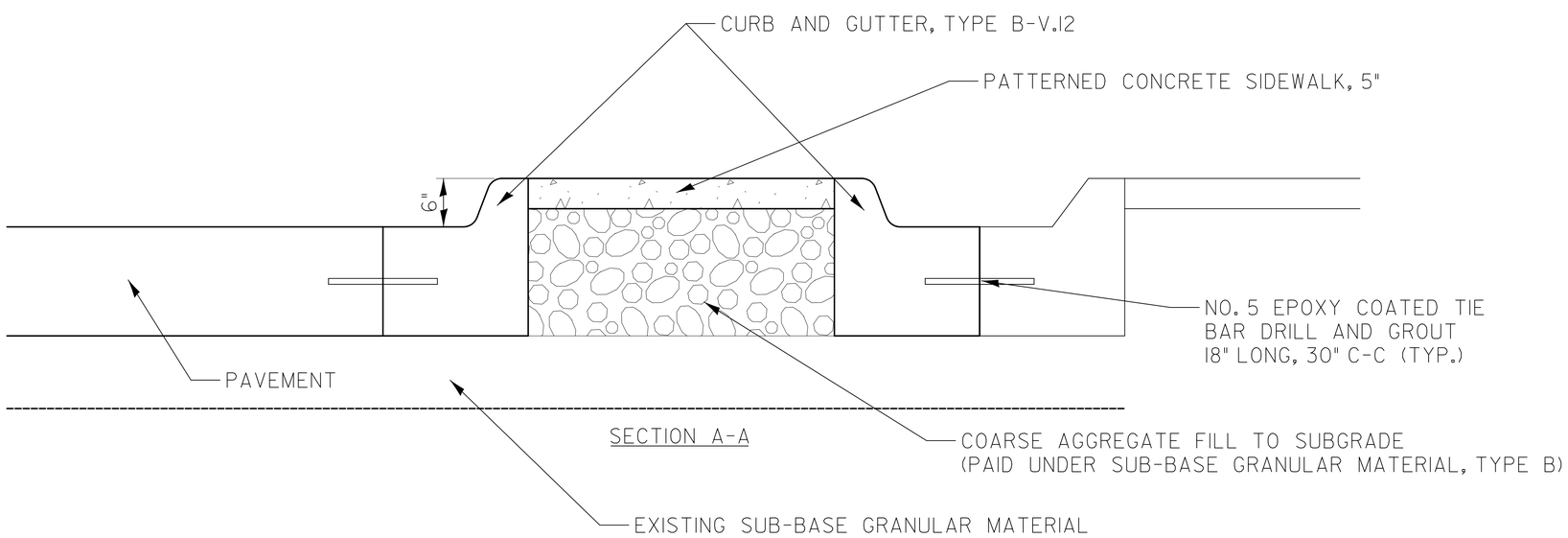



SECTION A-A

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | | | | CITY OF CHICAGO<br>DEPARTMENT OF TRANSPORTATION<br>DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING<br>SOUTH AREA B-4-154 | ATTACHED CURB EXTENSION | SHEET NO.<br>95 |
|---|---|---|---|---|---|---|---|---|
| | NO. | BY | DATE | DESCRIPTION | | DETAILS | | DATE:01/12/18 |

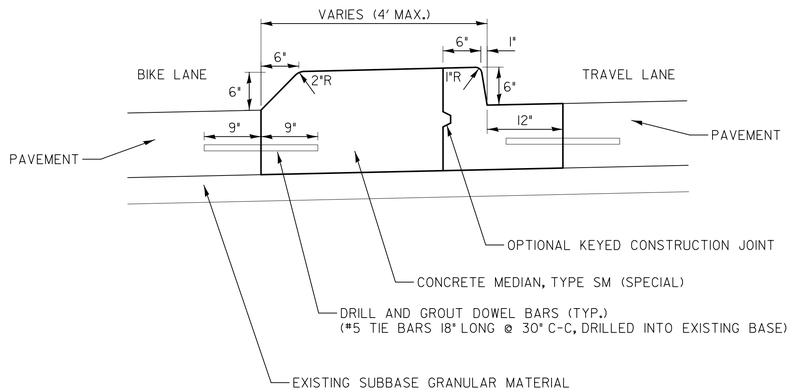



TYPICAL PLAN OF DETACHED CURB EXTENSION FULL DEPTH TYPE



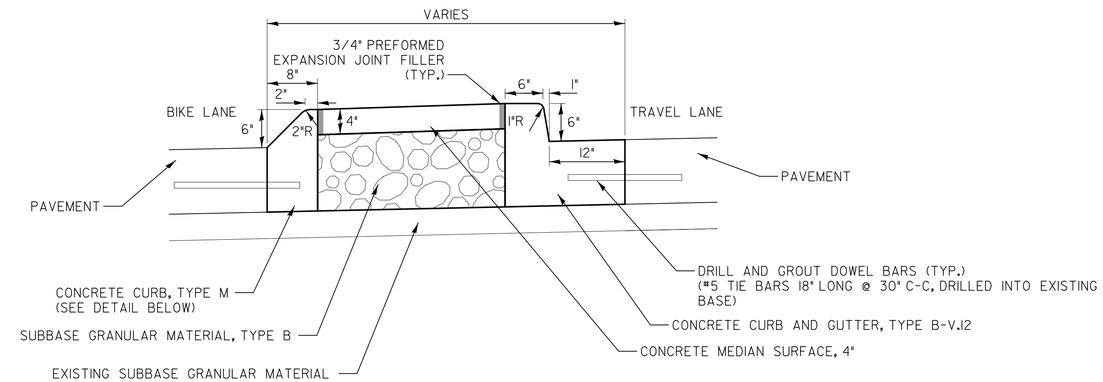

SECTION A-A

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | | | | CITY OF CHICAGO<br>DEPARTMENT OF TRANSPORTATION<br>DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING<br>SOUTH AREA B-4-154 | DETACHED CURB EXTENSION | SHEET NO.<br>96 |
|---|---|---|---|---|---|---|---|---|
| | NO. | BY | DATE | DESCRIPTION | | DETAILS | | DATE:01/12/18 |

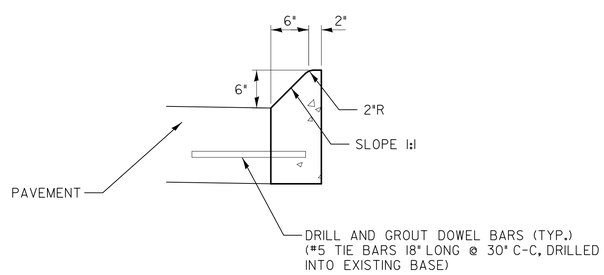



## DETAILS FOR CONCRETE MEDIAN, TYPE SM (SPECIAL)

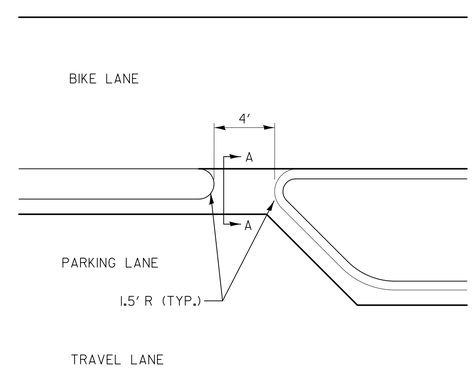
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT AS "CONCRETE MEDIAN, TYPE SM (SPECIAL)", PAY ITEM NUMBER X6061902.



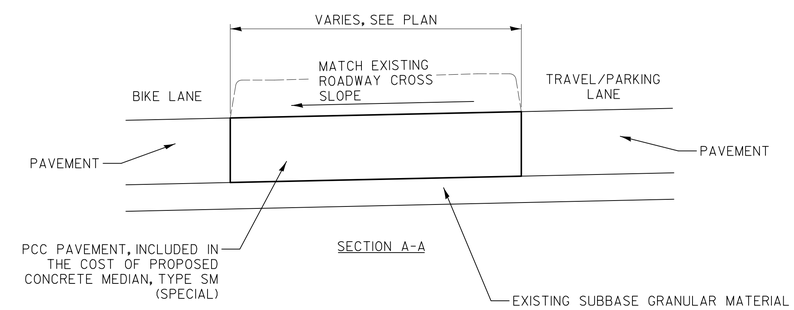

## DETAILS FOR PARKING BUFFER CONCRETE MEDIAN




## DETAIL FOR CONCRETE CURB TYPE M




## AT END OF PARKING LANE BETWEEN PARKING BUFFER CONCRETE MEDIAN AND CONCRETE MEDIAN, TYPE SM (SPECIAL)




## DETAILS FOR CURB OPENING

* TO MAINTAIN EXISTING STORMWATER RUNOFF CONDITIONS, CURB OPENINGS SHALL BE PLACED DIRECTLY IN FRONT OF ALL OPEN GRATE DRAINAGE STRUCTURES IN EXISTING BIKE LANES, OR AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
| | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

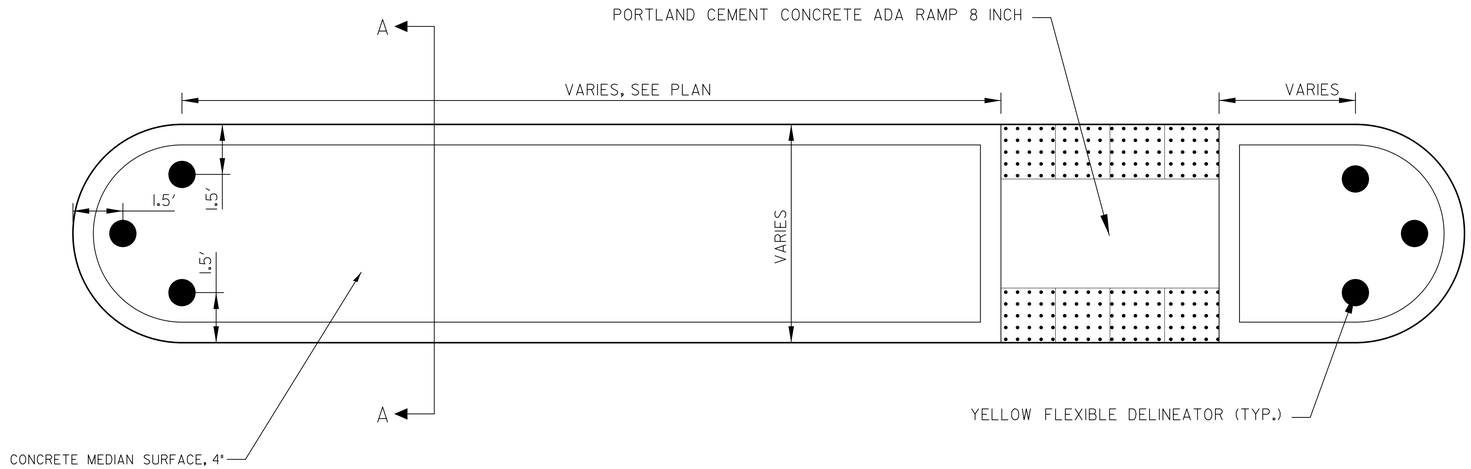
2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

55TH STREET CONCRETE MEDIAN DETAILS

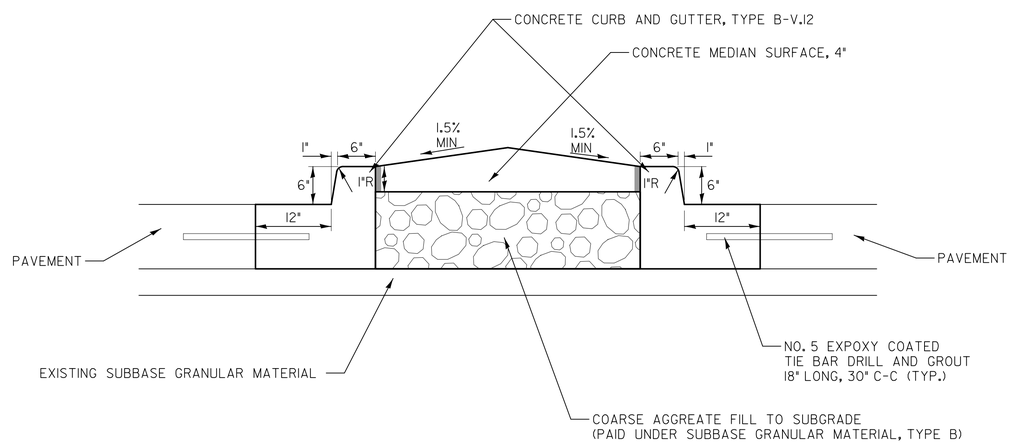
SHEET NO. 97

DETAILS

DATE: 01/12/18

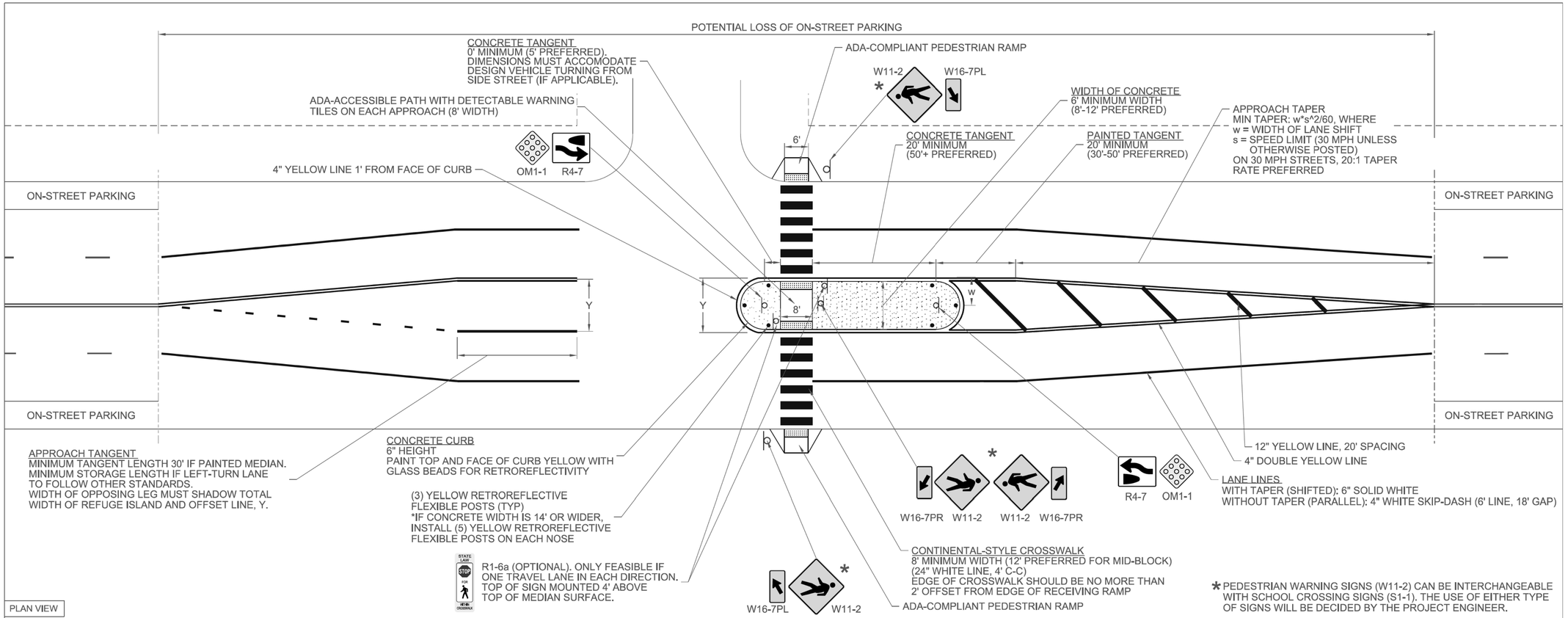



DETAILS FOR PEDESTRIAN REFUGE ISLAND




SECTION A-A

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | | | | CITY OF CHICAGO<br>DEPARTMENT OF TRANSPORTATION<br>DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING<br>SOUTH AREA B-4-154 | PEDESTRIAN REFUGE ISLAND DETAIL | SHEET NO.<br>98 |
|---|---|---|---|---|---|---|---|---|
| | NO. | BY | DATE | DESCRIPTION | | DETAILS | | DATE:01/12/18 |




| REVISIONS | |
|---|---|
| DATE | DESCRIPTION |
| | |
| 12/22/2016 | UPDATE |
| 5/10/2016 | UPDATE |
| 4/10/2013 | ORIGINAL |

# CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF PROJECT DEVELOPMENT

CDOT REFUGE ISLAND DETAIL
UNSIGNALIZED INTERSECTION

SCALE: N.T.S. | SHEET NO. 1 OF 1

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

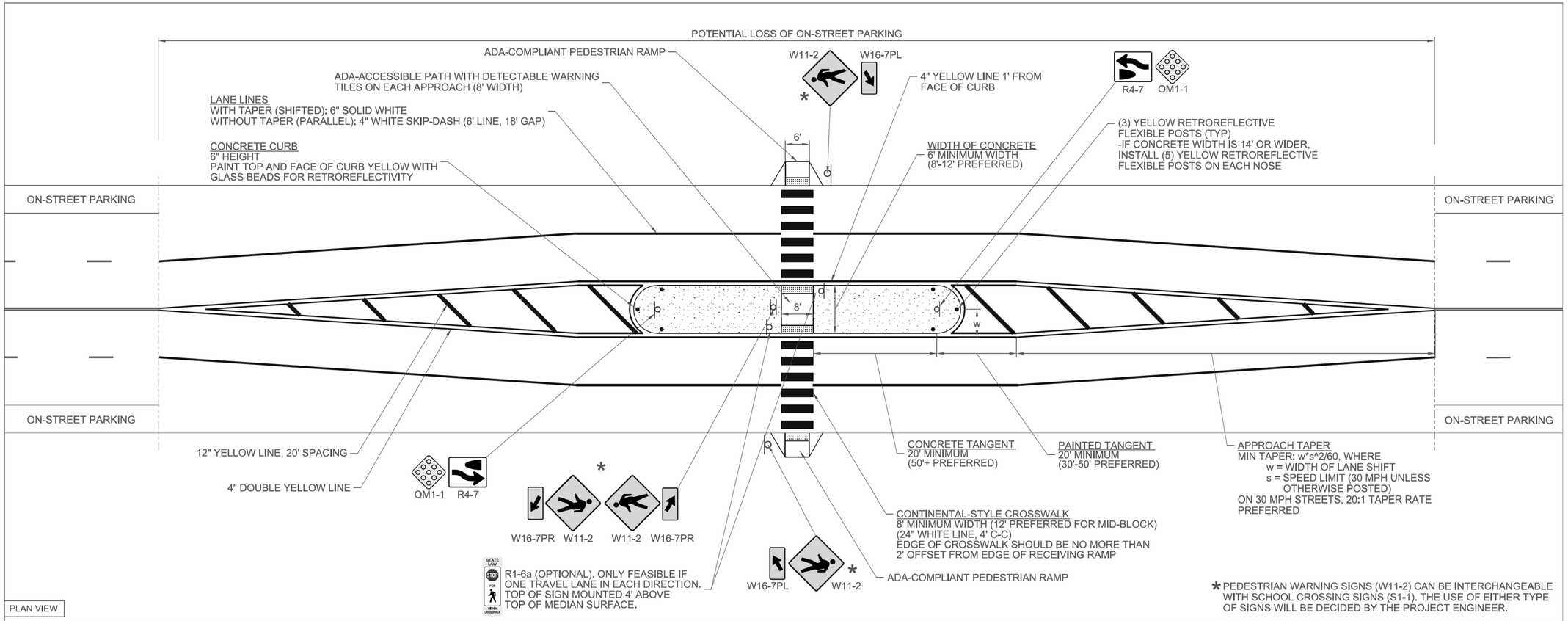
2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

DETAILS

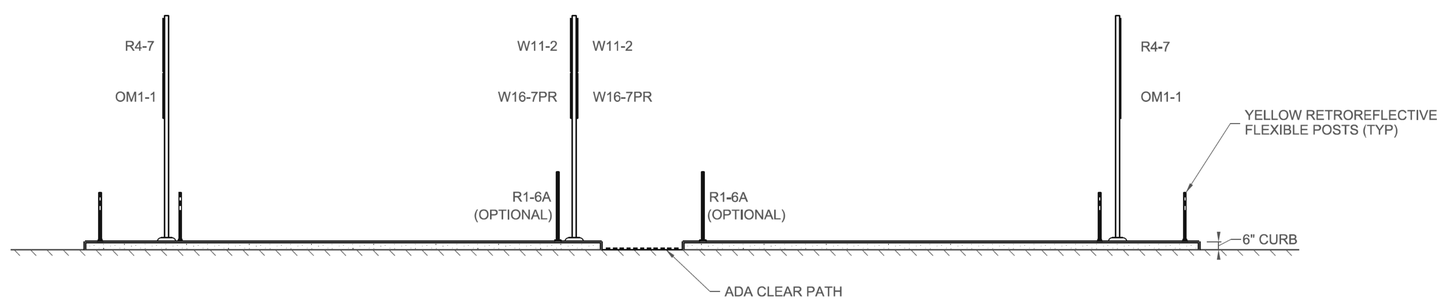
PEDESTRIAN REFUGE ISLAND
INTERSECTION

SHEET NO.
99

DATE:01/12/18




PLAN VIEW




ELEVATION VIEW

| REVISIONS | |
|---|---|
| DATE | DESCRIPTION |
| 12/22/2016 | UPDATE |
| 5/10/2016 | UPDATE |
| 4/10/2013 | ORIGINAL |

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF PROJECT DEVELOPMENT

CDOT REFUGE ISLAND DETAIL
MID-BLOCK LOCATION

SCALE: N.T.S. | SHEET NO. 1 OF 1

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

DETAILS

PEDESTRIAN REFUGE ISLAND
MIDBLOCK

SHEET NO.
100

DATE:01/12/18

# APPENDIX B: ADA STANDARDS

Provided hereinafter are the latest Department of Transportation ADA Standards which must be followed for infrastructure construction in the Public Way. Please be advised that these may be revised without notice because of new standards and regulations imposed by the Federal, State and Local Governments.

## APPENDIX B - ADA STANDARDS TABLE OF CONTENTS


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| B-1-3 | 2 PERPENDICULAR RAMPS AT CORNER WITH RAMPS IN CURB RADIUS |
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| B-1-6 | COMBINATION RAMP AT CORNER (PARALLEL AND PERPENDICULAR RAMPS) |
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|---|---|
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| B-2-2 | ALLEY RETURN SECTIONS |
| B-2-3 | DRIVEWAY CONSTRUCTION PLAN VIEWS |
| B-2-4 | DRIVEWAY CONSTRUCTION SECTIONS |
| B-2-5 | ALLEY & DRIVEWAY DETAIL FOR REDUCED WIDTH PEDESTRIAN ACCESS ROUTE |

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|---|---|
| B-3-1 | CONVERSION CHARTS |
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| B-3-3 | GENERAL NOTES (CONTINUED) |
| B-3-4 | ADA COMPLIANCE AND TRANSITION GUIDELINES |
| B-3-5 | SEAL |

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| SHEET# | SHEET NAME |
|---|---|
| B-4-1 | DETECTABLE WARNING UNIT SIZES |
| B-4-2 | DETECTABLE WARNING DETAILS |
| B-4-3 | CURB & GUTTER DETAILS |


City of Chicago Rahm Emanuel, Mayor Department of Transportation Rebecca Hyde, Director www.cityofchicago.org

| DATE | REVISION |
|---|---|
| 02/20/07 | REVISION 1 |
| 11/15/07 | REVISION 2 |
| 11/14/08 | REVISION 3 |
| 11/02/09 | REVISION 4 |
| 08/10/12 | REVISION 5 |

CITY OF CHICAGO
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DRAWN BY: CDOT
CHECKED BY: LOM

**NOTES:**

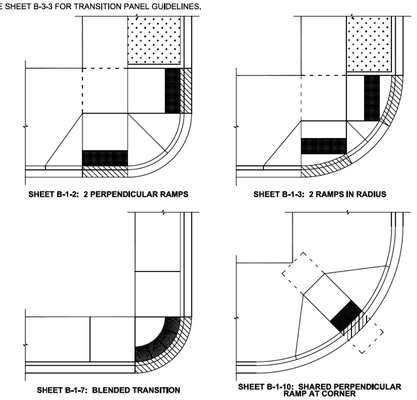
**CURB RAMP LAYOUT B-1-2 IS PREFERRED WHEREVER POSSIBLE. WHERE RAMPS ARE LOCATED IN THE CORNER RADIUS, LAYOUT B-1-3 SHALL BE USED.**

CURB RAMP PLACEMENT SHALL BE COORDINATED AS REQUIRED TO ALLOW FOR A 4' MINIMUM WIDTH SIDEWALK AROUND EACH CORNER OF INTERSECTION. SIDEWALK NOT TO BE OBSTRUCTED BY CURB RAMPS OR OTHER BARRIERS AND SHALL HAVE A CROSS SLOPE OF 1:64 MAXIMUM.

THE BLENDED TRANSITION LAYOUT B-1-7 (AND SIMILAR) MAY BE USED WHERE TWO RAMPS ARE NOT POSSIBLE DUE TO GEOMETRIC CONSTRAINTS, SUCH AS LIMITED SIDEWALK WIDTH OR GRADE ELEVATIONS. THE BLENDED TRANSITION SHALL NOT BE USED IF ACCESS TO AN EXISTING FACILITY WOULD BE REDUCED.

**THE SHARED PERPENDICULAR RAMP AT CORNER LAYOUT B-1-10 IS NOT PREFERRED AND MAY ONLY BE USED WITH PERMISSION FROM THE COMMISSIONER.**

SEE SHEET B-3-3 FOR TRANSITION PANEL GUIDELINES.



SHEET B-1-2: 2 PERPENDICULAR RAMPS
SHEET B-1-3: 2 RAMPS IN RADIUS
SHEET B-1-7: BLENDED TRANSITION
SHEET B-1-10: SHARED PERPENDICULAR RAMP AT CORNER

City of Chicago Rahm Emanuel, Mayor Department of Transportation Rebecca Hyde, Director www.cityofchicago.org

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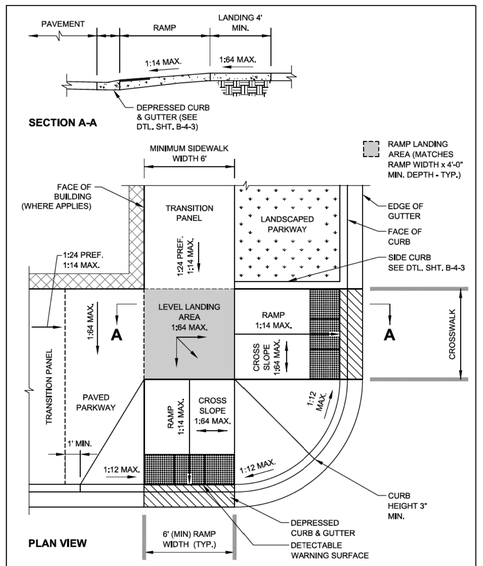
CITY OF CHICAGO
TYPICAL CORNER RAMP LAYOUTS
**SHEET B-1-1**
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LOM

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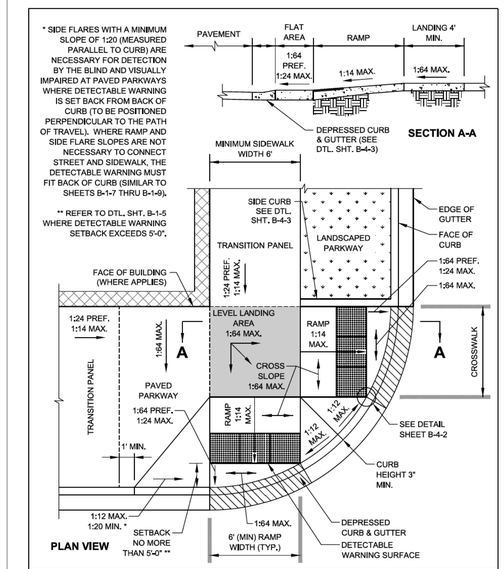
CITY OF CHICAGO
2 PERPENDICULAR RAMPS AT CORNER
**SHEET B-1-2**
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LOM

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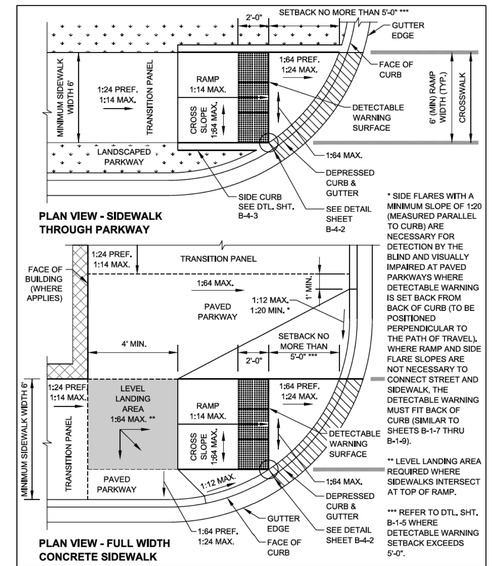
CITY OF CHICAGO
2 PERPENDICULAR RAMPS AT CORNER WITH RAMPS IN CURB RADIUS
**SHEET B-1-3**
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LOM

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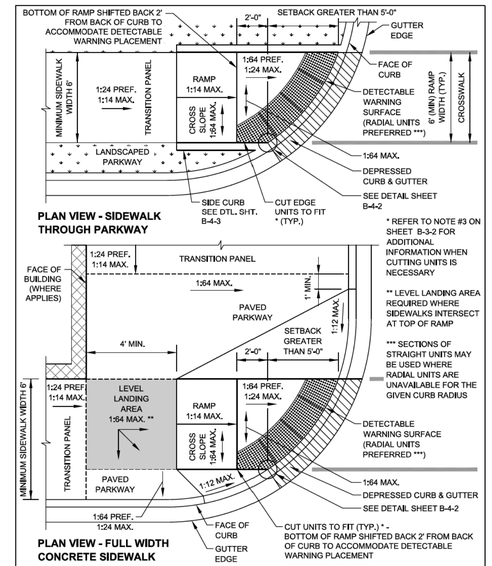
CITY OF CHICAGO
PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH SINGLE CROSSING
**SHEET B-1-4**
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LOM

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CITY OF CHICAGO
PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH DETECTABLE WARNING SETBACK GREATER THAN 5'
**SHEET B-1-5**
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LOM

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

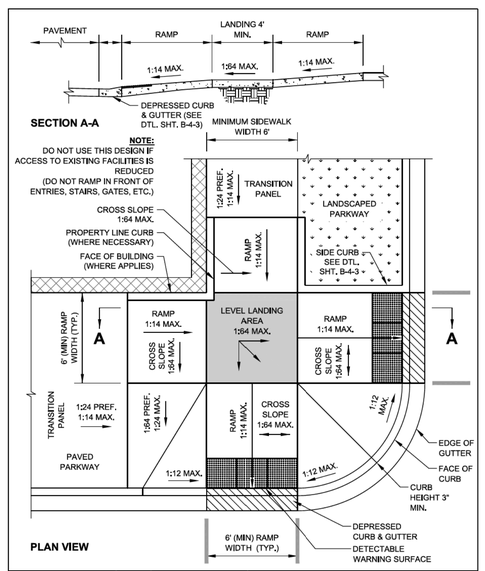
ADA RAMP DETAILS

CITY OF CHICAGO
ADA STANDARDS

SCALE: N.T.S.

SHEET NO. 101

DATE: 01/12/18

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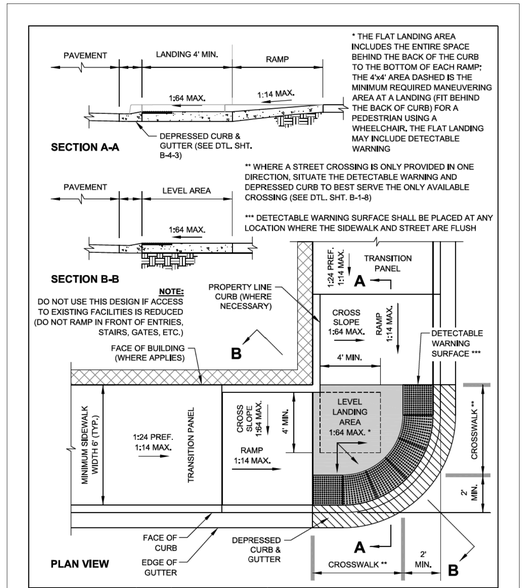
CITY OF CHICAGO
COMBINATION RAMP AT CORNER
(PARALLEL AND PERPENDICULAR RAMPS)
SHEET B-1-6
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LCM

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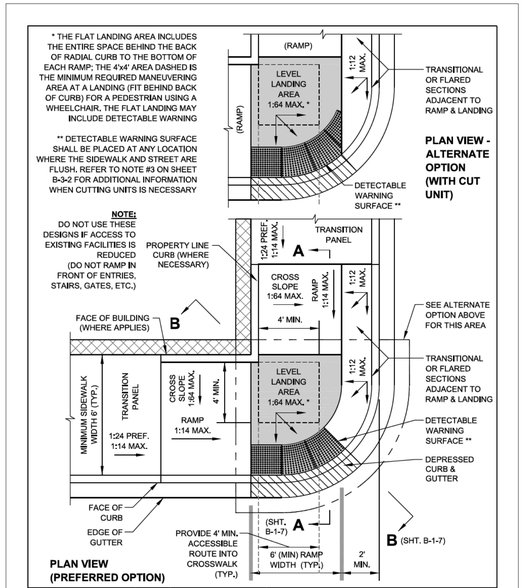
CITY OF CHICAGO
BLENDED TRANSITION AT CORNER
SHEET B-1-7
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LCM

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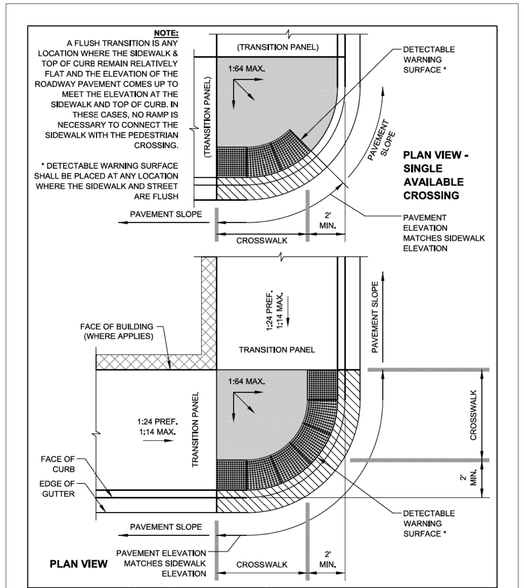
CITY OF CHICAGO
BLENDED TRANSITION AT CORNER
WITH SINGLE CROSSING
SHEET B-1-8
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LCM

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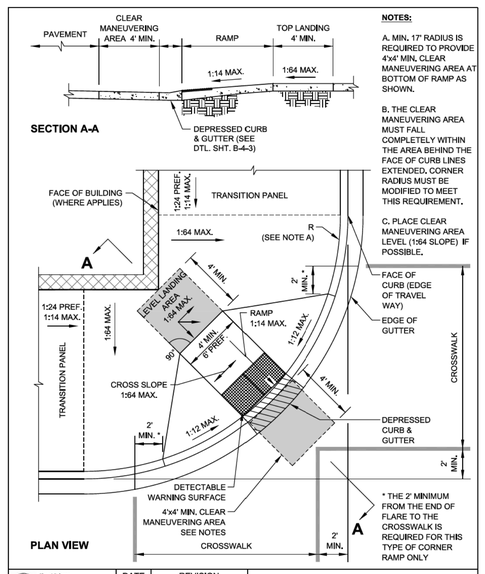
CITY OF CHICAGO
FLUSH TRANSITION AT CORNER
SHEET B-1-9
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LCM

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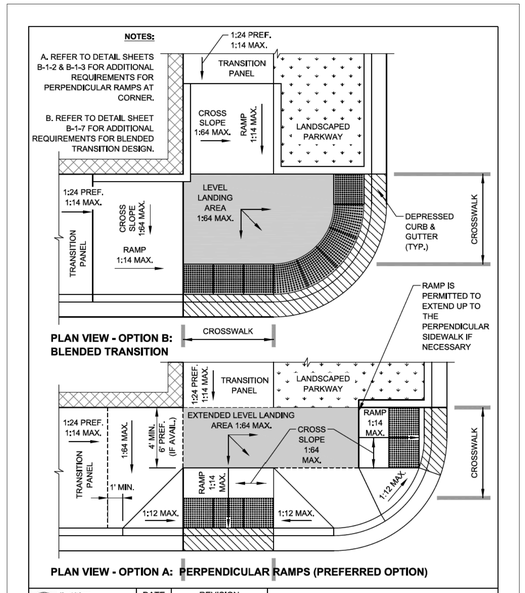
CITY OF CHICAGO
SHARED (DIAGONAL) PERPENDICULAR RAMP
AT CORNER
SHEET B-1-10
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LCM

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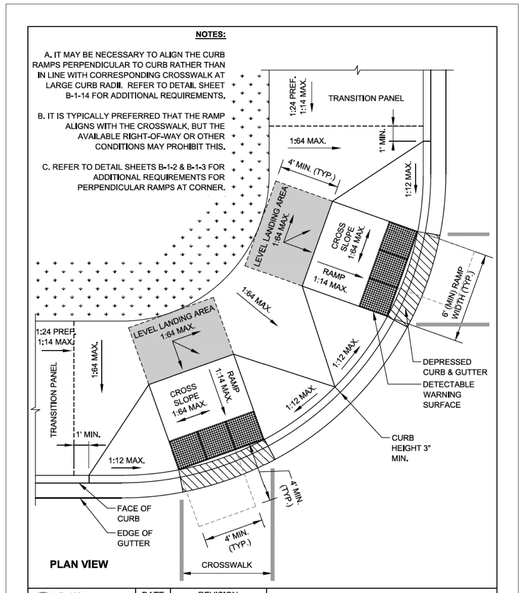
CITY OF CHICAGO
RAMPS AT CORNER WITH DIFFERENT
SIDEWALK WIDTHS
SHEET B-1-11
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LCM

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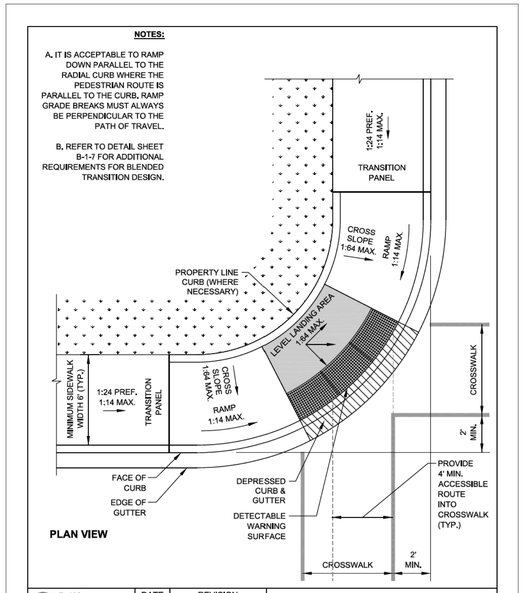
CITY OF CHICAGO
PERPENDICULAR RAMPS AT CORNER WITH
LARGE CURB RADIUS
SHEET B-1-12
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LCM

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| 11/14/08 | REVISION 3 |
| 11/02/09 | REVISION 4 |
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CITY OF CHICAGO
BLENDED TRANSITION AT CORNER WITH
LARGE CURB RADIUS
SHEET B-1-13
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
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CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

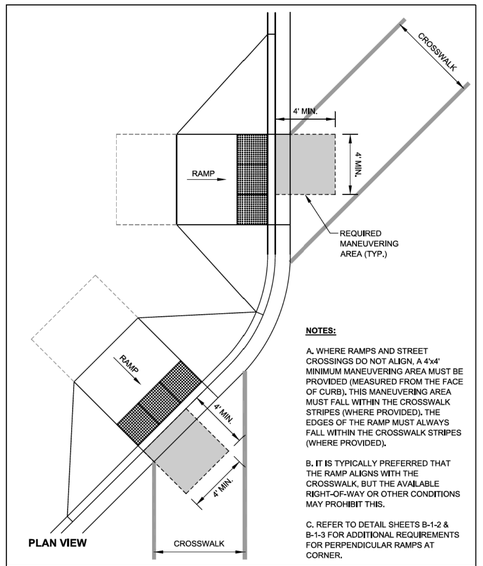
ADA RAMP DETAILS

CITY OF CHICAGO
ADA STANDARDS

SCALE: N.T.S.

SHEET NO.
102

DATE: 01/12/18




**NOTES:**

A. WHERE RAMPS AND STREET CROSSINGS DO NOT ALIGN, A 4'x4' MINIMUM MANEUVERING AREA MUST BE PROVIDED (MEASURED FROM THE FACE OF CURB). THIS MANEUVERING AREA MUST FALL WITHIN THE CROSSWALK STRIPES (WHERE PROVIDED). THE EDGES OF THE RAMP MUST ALWAYS FALL WITHIN THE CROSSWALK STRIPES (WHERE PROVIDED).

B. IT IS TYPICALLY PREFERRED THAT THE RAMP ALIGNS WITH THE CROSSWALK, BUT THE AVAILABLE RIGHT-OF-WAY OR OTHER CONDITIONS MAY PROHIBIT THIS.

C. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.

City of Chicago Rahm Emanuel, Mayor Department of Transportation Gabe Klein, Commissioner www.cityofchicago.org

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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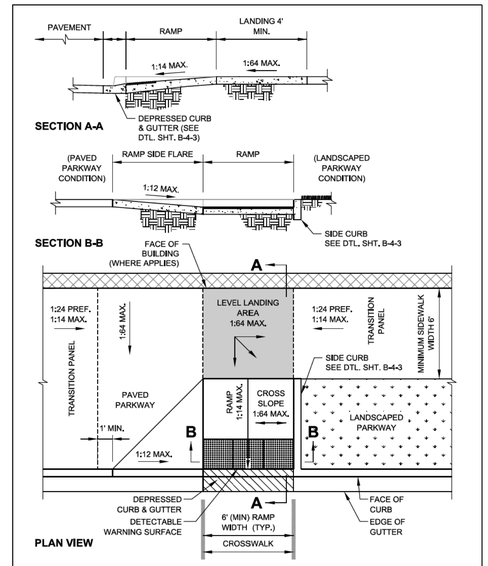
CITY OF CHICAGO
RAMPS THAT DO NOT ALIGN WITH CROSSWALK
**SHEET B-1-14**

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LDM

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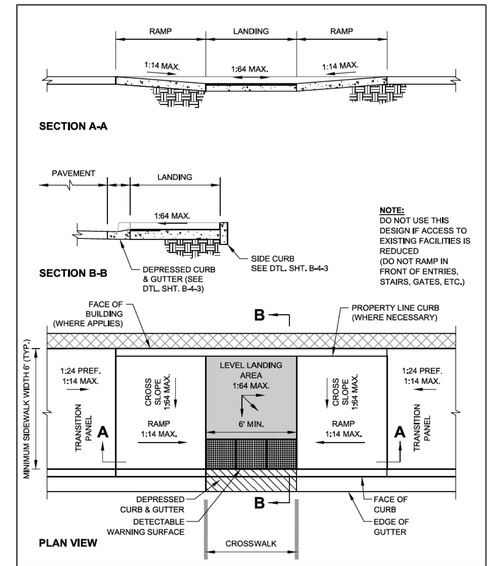
CITY OF CHICAGO
PERPENDICULAR RAMP AT MID-BLOCK LOCATION
**SHEET B-1-15**

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LDM

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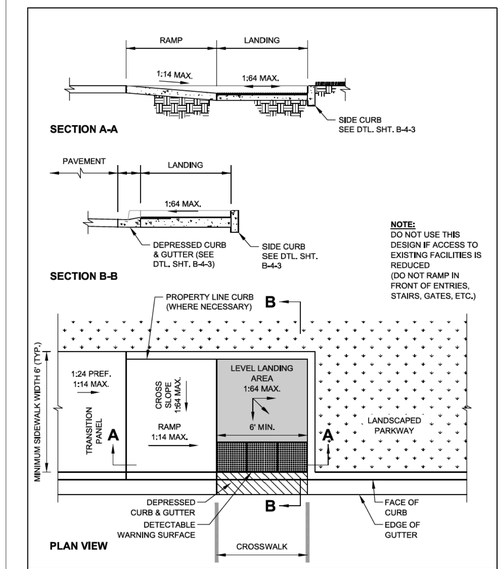
CITY OF CHICAGO
PARALLEL RAMP AT MID-BLOCK LOCATION
**SHEET B-1-16**

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LDM

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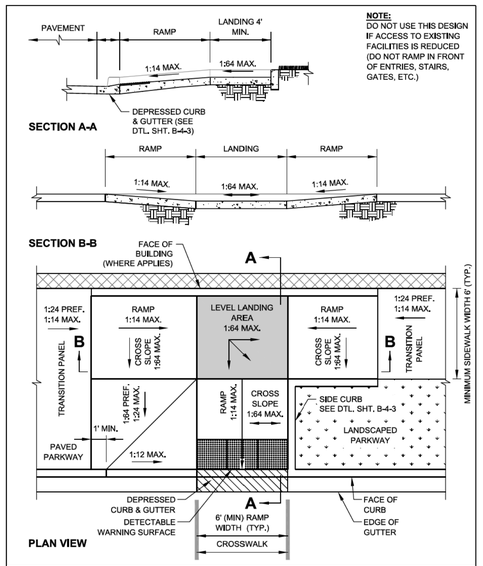
CITY OF CHICAGO
PARALLEL RAMP (ONE DIRECTION)
AT MID-BLOCK LOCATION
**SHEET B-1-17**

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LDM




**NOTE:**
DO NOT USE THIS DESIGN IF ACCESS TO EXISTING FACILITIES IS REDUCED
(DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)

City of Chicago Rahm Emanuel, Mayor Department of Transportation Gabe Klein, Commissioner www.cityofchicago.org

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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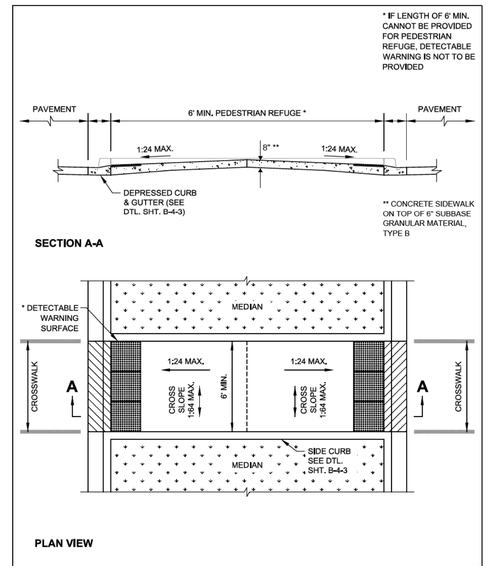
CITY OF CHICAGO
COMBINATION RAMP (PARALLEL AND PERPENDICULAR RAMPS) AT MID-BLOCK LOCATION
**SHEET B-1-18**

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LDM

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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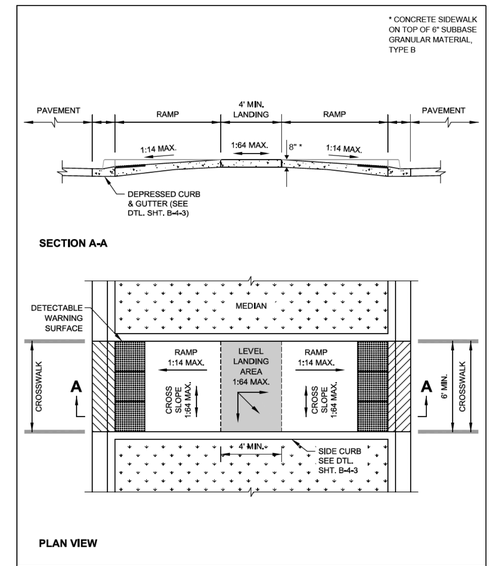
CITY OF CHICAGO
MEDIAN PASS-THROUGH
**SHEET B-1-19**

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: GK




City of Chicago Rahm Emanuel, Mayor Department of Transportation Gabe Klein, Commissioner www.cityofchicago.org

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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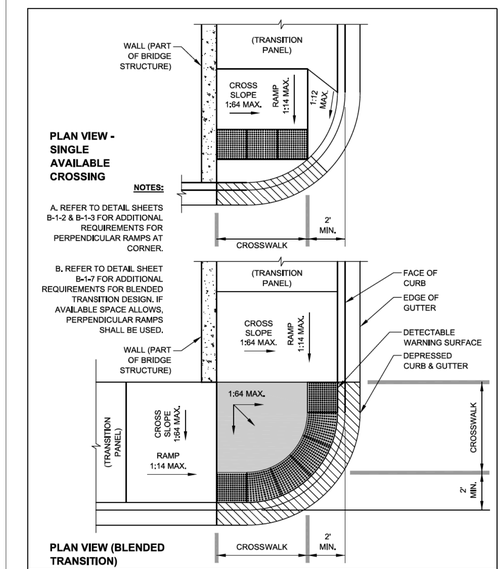
CITY OF CHICAGO
MEDIAN PASS-THROUGH WITH RAMPS
**SHEET B-1-20**

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: GK

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
ON-GRADE RAMP AT BRIDGE OR OVERPASS
**SHEET B-1-21**

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LDM

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP DETAILS

CITY OF CHICAGO
ADA STANDARDS

SCALE: N.T.S.

SHEET NO.
103

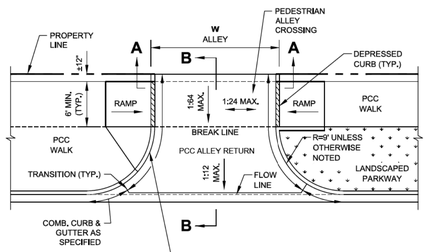
DATE: 01/12/18

**NOTES:**

A. DETECTABLE WARNING IS NOT REQUIRED AT ALLEY RETURNS.

B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMPS ARE NECESSARY). SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

C. SEE DETAIL B-2-5 FOR REDUCED WIDTH (4' MIN.) PEDESTRIAN ACCESSIBLE ROUTE ACROSS ALLEY / DRIVEWAY (TO ALLOW FOR ADDITIONAL SLOPE AT ALLEY / DRIVEWAY).




**PLAN VIEW**

**NOTE:**
WORK THIS SHEET WITH SHEET B-2-2.

| DATE | REVISION |
|---|---|
| 02/20/07 | REVISION 1 |
| 11/15/07 | REVISION 2 |
| 11/14/08 | REVISION 3 |
| 11/02/09 | REVISION 4 |
| 08/10/12 | REVISION 5 |
| 01/01/14 | REVISION 6 |

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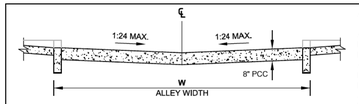
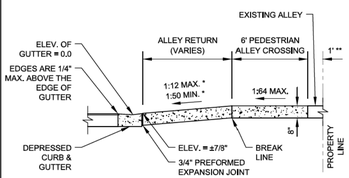
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
ALLEY RETURN PLAN VIEW
**SHEET B-2-1**

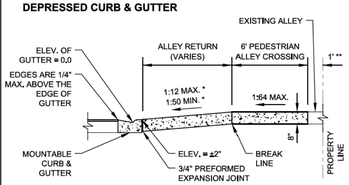
SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: GK




**SECTION A-A: CROSS SECTION AT PROPERTY LINE**




**SECTION B-B: LONGITUDINAL SECTION SHOWING DEPRESSED CURB & GUTTER**




**SECTION B-B: LONGITUDINAL SECTION SHOWING MOUNTABLE CURB & GUTTER**

**ALLEY RETURN NOTES:**

A. WHEN A PORTION OF AN EXISTING PAVED ALLEY IS REMOVED TO ADJUST THE ALLEY PAVEMENT TO THE NEW GRADE, 3/4" PREFORMED EXPANSION JOINT MATERIAL SHALL BE PLACED ON THE PROPERTY LINE OTHERWISE THE JOINT IS OMITTED. THE COST OF FURNISHING AND PLACING THE 3/4" PREFORMED EXPANSION JOINT MATERIAL SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE ALLEY RETURN.

B. SAWED JOINTS SHALL BE SEALED WITH A POURED MATERIAL MEETING THE REQUIREMENTS OF SECTION 1050 OF THE SSRBC.

* SLOPE VARIES AND IS NOT GOVERNED BY ADA

** THE SLOPE OF THE ALLEY IN THE 1' SPACE ADJACENT TO THE PROPERTY LINE MAY BE ALTERED UP TO 10% TO MEET EXISTING CONDITIONS

**NOTE:**
WORK THIS SHEET WITH SHEET B-2-1.

| DATE | REVISION |
|---|---|
| 02/20/07 | REVISION 1 |
| 11/15/07 | REVISION 2 |
| 11/14/08 | REVISION 3 |
| 11/02/09 | REVISION 4 |
| 08/10/12 | REVISION 5 |
| 01/01/14 | REVISION 6 |

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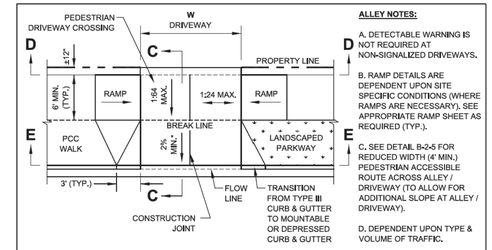
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
ALLEY RETURN SECTIONS
**SHEET B-2-2**

SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: GK




**ALLEY NOTES:**

A. DETECTABLE WARNING IS NOT REQUIRED AT NON-SIGNALIZED DRIVEWAYS.

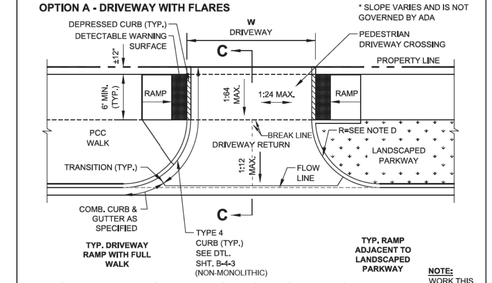
B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMPS ARE NECESSARY). SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

C. SEE DETAIL B-2-5 FOR REDUCED WIDTH (4' MIN.) PEDESTRIAN ACCESSIBLE ROUTE ACROSS ALLEY / DRIVEWAY (TO ALLOW FOR ADDITIONAL SLOPE AT ALLEY / DRIVEWAY).

D. DEPENDENT UPON TYPE & VOLUME OF TRAFFIC.

* SLOPE VARIES AND IS NOT GOVERNED BY ADA

**OPTION A - DRIVEWAY WITH FLARES**




**OPTION B - COMMERCIAL AND RESIDENTIAL DRIVEWAY WITH CURB**
FOR USE WITH TRAFFIC SIGNALIZATION APPROVED BY CITY ORDINANCE

**NOTE:**
WORK THIS SHEET WITH SHEET B-2-4.

| DATE | REVISION |
|---|---|
| 02/20/07 | REVISION 1 |
| 11/15/07 | REVISION 2 |
| 11/14/08 | REVISION 3 |
| 11/02/09 | REVISION 4 |
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CITY OF CHICAGO
DRIVEWAY CONSTRUCTION PLAN VIEWS
**SHEET B-2-3**

SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
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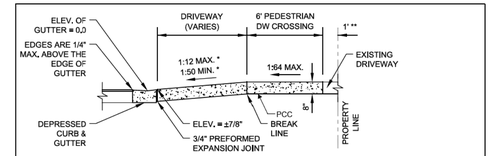
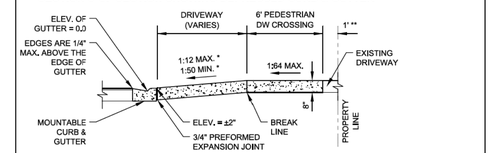
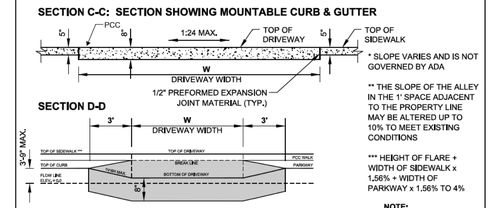



**SECTION C-C: SECTION SHOWING DEPRESSED CURB & GUTTER**




**SECTION C-C: SECTION SHOWING MOUNTABLE CURB & GUTTER**




* SLOPE VARIES AND IS NOT GOVERNED BY ADA

** THE SLOPE OF THE ALLEY IN THE 1' SPACE ADJACENT TO THE PROPERTY LINE MAY BE ALTERED UP TO 10% TO MEET EXISTING CONDITIONS

*** HEIGHT OF FLARE + WIDTH OF SIDEWALK x 1.56% + WIDTH OF PARKWAY x 1.56% TO 4%

**NOTE:**
WORK THIS SHEET WITH SHEET B-2-3.

| DATE | REVISION |
|---|---|
| 02/20/07 | REVISION 1 |
| 11/15/07 | REVISION 2 |
| 11/14/08 | REVISION 3 |
| 11/02/09 | REVISION 4 |
| 08/10/12 | REVISION 5 |
| 01/01/14 | REVISION 6 |

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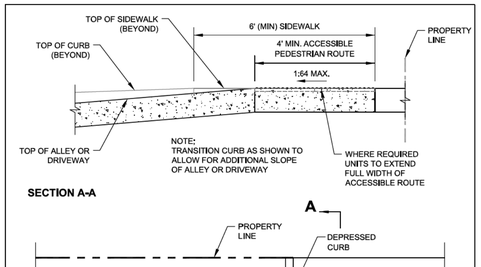
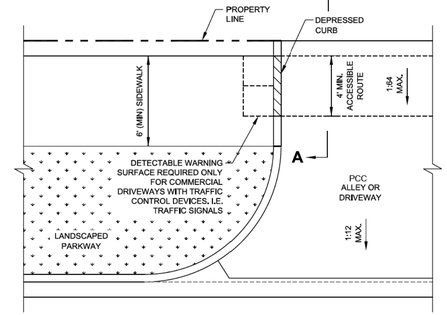
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DRIVEWAY CONSTRUCTION SECTIONS
**SHEET B-2-4**

SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: GK




**SECTION A-A**




**PLAN VIEW**

| DATE | REVISION |
|---|---|
| 02/20/07 | REVISION 1 |
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| 11/02/09 | REVISION 4 |
| 08/10/12 | REVISION 5 |
| 01/01/14 | REVISION 6 |

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
ALLEY & DRIVEWAY DETAIL FOR REDUCED WIDTH PEDESTRIAN ACCESS ROUTE
**SHEET B-2-5**

SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: GK

SLOPE CONVERSION CHART

| % SLOPE | SLOPE RATIO | INCHES PER FOOT | DECIMAL FEET PER FOOT |
|---|---|---|---|
| 16.67% | 1:6 | 2" | 0.167' |
| 10% | 1:10 | 1 1/4" | 0.104' |
| 8.33% | 1:12 | 1" | 0.083' |
| 7.14% | 1:14 | 7/8" | 0.073' |
| 5% | 1:20 | 5/8" | 0.052' |
| 4.17% | 1:24 | 1/2" | 0.042' |
| 2% | 1:50 | 1/4" | 0.021' |
| 1.56% | 1:64 | 3/16" | 0.016' |

| DATE | REVISION |
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| 11/02/09 | REVISION 4 |
| 08/10/12 | REVISION 5 |

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
CONVERSION CHARTS
**SHEET B-3-1**

SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
CHECKED BY: LOM

**GENERAL NOTES:**

1. THE DETECTABLE WARNING USED SHALL BE CHOSEN FROM THE CHICAGO DEPARTMENT OF TRANSPORTATION LIST OF APPROVED DETECTABLE WARNING PRODUCTS (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IT IS NOT ACCEPTABLE TO INSTALL TWO DIFFERENT DETECTABLE WARNING PRODUCTS ADJACENT TO ONE ANOTHER AT ANY LOCATION. IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.

2. THE DETECTABLE WARNING MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET B-4-2).

3. THE DETECTABLE WARNING MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES FOR A MINIMUM UNOBSTRUCTED DEPTH OF 24". THE DETECTABLE WARNING LOCATED ON THE SURFACES OF RAMPS IS TYPICALLY ORIENTED PERPENDICULAR TO THE RUN OF THE RAMP UNLESS SPECIAL CIRCUMSTANCES OCCUR (SEE DETAIL SHEET B-1-5). THE DETECTABLE WARNING MUST BE PROVIDED FOR A MINIMUM DEPTH OF 24" FOR THE ENTIRE LENGTH OF THE SIDEWALK WHERE THE SIDEWALK IS FLUSH WITH THE STREET (DEPRESSED CURB OR FLUSH TRANSITION). IF IT IS NECESSARY TO CUT A UNIT(S) IN THE PROVISION OF A COMPLIANT RAMP OR SIDEWALK WITH 24" MINIMUM DEPTH OF DETECTABLE WARNING, THE UNITS SHALL BE CUT IN A NEAT AND WORKMAN LIKE MANNER PER MANUFACTURER'S REQUIREMENTS WITH A MINIMUM OF THREE PINS OR ANCHOR POINTS (WHERE APPLICABLE). THE UNITS SHALL BE ARRANGED SO THAT THE CUT UNITS ARE LARGE ENOUGH TO BE PROPERLY AND ADEQUATELY SECURED. CUT UNITS SHALL NOT BE USED UNLESS ALL OTHER DESIGN OPTIONS HAVE BEEN EXHAUSTED. THE USE OF SALVAGE PIECES FROM UNITS THAT ARE CUT WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE COMMISSIONER. CUT UNIT SALVAGE PIECES NOT APPROVED FOR USE MUST BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.

4. WHERE APPLICABLE, A COMBINATION OF STRAIGHT AND RADIAL DETECTABLE WARNING UNITS MAY BE USED ON COMPOUND AND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.

5. THE DETECTABLE WARNING MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT PROPER CONTRAST IS OBTAINED.

6. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE CDOT ADA STANDARDS.

7. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER (OR OTHER SPECIAL CDOT APPROVED CONDITIONS), WHICH HAS A MINIMUM WIDTH OF 4'-0".

8. THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.

9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.

10. THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.

11. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.

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| 11/02/09 | REVISION 4 |
| 08/10/12 | REVISION 5 |

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
GENERAL NOTES
**SHEET B-3-2**

SCALE: NOT TO SCALE
DATE: 10/23/2006
DRAWN BY: CDOT
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**GENERAL NOTES (CONTINUED):**

12. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP IF THE REQUIREMENTS OF GENERAL NOTE #19 ARE MET.

13. ALL LOCATIONS WITH TYPE 4 OR TYPE B CURB (EXCEPT ALLEY APRONS) SHALL BE CONSTRUCTED AS CURB AND GUTTER TYPE BV.12 THROUGH THE LIMITS OF THE CORNER AND THE CURB RAMPS.

14. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.

15. THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED, BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).

16. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING UNITS ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).

17. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 FOR THE FULL WIDTH OF WALK UNLESS OTHERWISE APPROVED BY THE COMMISSIONER. WHERE TURNING IS REQUIRED AND WHERE SIDEWALKS INTERSECT, THE SLOPE OF THE SIDEWALK SHALL NOT EXCEED 1:64 IN ANY DIRECTION.

18. MAIN LINE SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 1:24 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICH EVER IS HIGHER.

19. THERE SHALL BE NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES GREATER THAN 1/4" ON THE MAIN LINE SIDEWALK. THERE SHALL BE NO HORIZONTAL GAPS OR OPENINGS GREATER THAN 1/2" ON THE MAIN LINE SIDEWALK.

20. WHERE OBSTRUCTIONS EXIST ON THE MAINLINE SIDEWALK, THE CLEAR WIDTH OF USEABLE SIDEWALK SHALL NOT BE LESS THAN 4'-0". OBSTRUCTIONS INCLUDE, BUT ARE NOT LIMITED TO SIDEWALK BENCHES, FIRE HYDRANTS, SIGNAL OR LIGHT POLES, NEWSPAPER DISPENSERS, TRASH RECEPTACLES, AND UTILITY PEDESTALS.

21. CURB RAMPS AND LANDING (KEYSTONE) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE TO BE USED.

22. DEPRESSED CURB, RAMP, OR SIDEWALK DESIGNS OR LAYOUTS SHALL MAINTAIN OR IMPROVE EXISTING DRAINAGE AND THE EXISTING INTERSECTION GEOMETRY SHALL NOT BE MODIFIED WITHOUT CDOT APPROVAL.

23. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND THE STATE OF ILLINOIS.

24. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

| DATE | REVISION |
|---|---|
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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
GENERAL NOTES (CONTINUED)
**SHEET B-3-3**

SCALE: NOT TO SCALE
DATE: 10/23/2006
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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

ADA RAMP DETAILS

CITY OF CHICAGO
ADA STANDARDS

SCALE: N.T.S.

SHEET NO.
104

DATE: 01/12/18

## ADA COMPLIANCE AND TRANSITION GUIDELINES

POLICY STATEMENT: ANY ALTERATION OF THE PUBLIC WAY MUST BE RESTORED IN AN ADA COMPLIANT MANNER

**I. STREET/ALLEY RESTORATION**

FOR ANY PROJECT WHERE, WITHIN THE PROJECT LIMITS, A CROSSWALK IS ENCOUNTERED OR WHERE THE PROJECT LIMITS TERMINATE WITHIN 4' OR LESS OF A CROSSWALK, THOSE CROSSWALKS AND THE ASSOCIATED CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A.)

WHEN A PROJECT CALLS FOR ONLY AN INTERSECTION TO BE REPAVED, THE INTERSECTION LIMITS AS DEFINED BY THE AREA OUTLINED BY OUTERMOST CROSSWALK LINES AND ADJACENT CURB FACES AND ALL ADJOINING CROSSWALKS AND CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).

WHEN WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE CURB RAMP MUST BE IMPROVED TO CURRENT ADA STANDARDS AND THE ADJACENT PAVEMENT MUST BE RESURFACED, AS NECESSARY TO PROVIDE FOR A FLUSH TRANSITION (SEE APPENDIX A).

WHEN ADA WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE ADJACENT PAVEMENT MUST BE RESTORED TO THE 1/4-POINT OF THE ROADWAY.

FOR ANY CONSTRUCTION WHERE, WITHIN THE PROJECT LIMITS, AN ALLEY APRON IS ENCOUNTERED, THE ASSOCIATED CURB RAMPS, ALLEY APRON, AND SIDEWALKS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).

**II. SIDEWALK INSTALLATION / REPAIRS / RECONSTRUCTION**

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, THAT ABUT AN EXISTING RAMP, KEYSTONE, TRANSITION PANEL, AND/OR LANDING AREA (THIS TOTAL LENGTH INCLUDES THE PRIOR ELEMENTS), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64 (SEE APPENDIX A).

**III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION**

NEW SIDEWALK PLACEMENTS GREATER THAN TEN FEET IN CONTIGUOUS LENGTH:

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, MUST BE EXTENDED FOR A MINIMUM FIVE ADDITIONAL FEET (5') EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE LENGTH OF TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NEW SIDEWALK REPLACEMENTS TEN FEET OR LESS IN CONTIGUOUS LENGTH (REPAIRS):

IT IS ACCEPTABLE PRACTICE TO MATCH ADJACENT SIDEWALKS AT THE EXISTING SLOPE.

CURB RAMP REPLACEMENTS

WHEN REPLACING AN ADA RAMP, THE SIDEWALK REPLACEMENT MUST EXTEND BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" A MINIMUM OF AN ADDITIONAL FIVE FEET (5') ON EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION PANEL SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION PANEL DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NO EXCEPTIONS TO THE ABOVE WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

CITY OF CHICAGO
ADA COMPLIANCE AND TRANSITION GUIDELINES
**SHEET B-3-4**

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ALL DRAWINGS FOR WORK IN THE PUBLIC WAY MUST BE STAMPED AND SIGNED BY A LICENSED ARCHITECT, LANDSCAPE ARCHITECT OR LICENSED ENGINEER FOR CERTIFICATION

CERTIFICATION:

THIS CERTIFIED THAT THESE DRAWINGS HAVE BEEN REVIEWED TO THE BEST OF MY KNOWLEDGE AND THAT I BELIEVE THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

LICENSED ARCHITECT / LANDSCAPE ARCHITECT / LICENSED ENGINEER

CITY OF CHICAGO
SEAL
**SHEET B-3-5**

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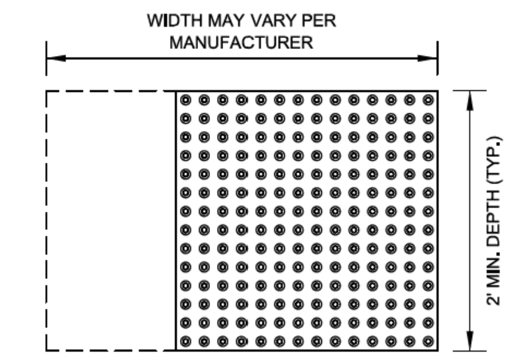
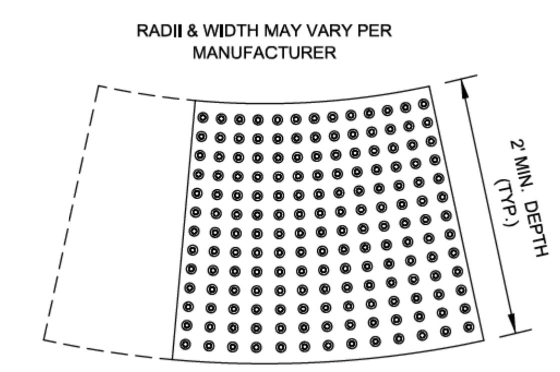
**STRAIGHT DETECTABLE WARNING UNITS**




**RADIAL DETECTABLE WARNING UNITS**




**DETECTABLE WARNING UNIT SIZES**

- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.
- APPROVED LIST OF DETECTABLE WARNING PRODUCTS CAN BE FOUND ON CDOT'S WEBSITE (www.cityofchicago.org).

CITY OF CHICAGO
DETECTABLE WARNING UNIT SIZES
**SHEET B-4-1**

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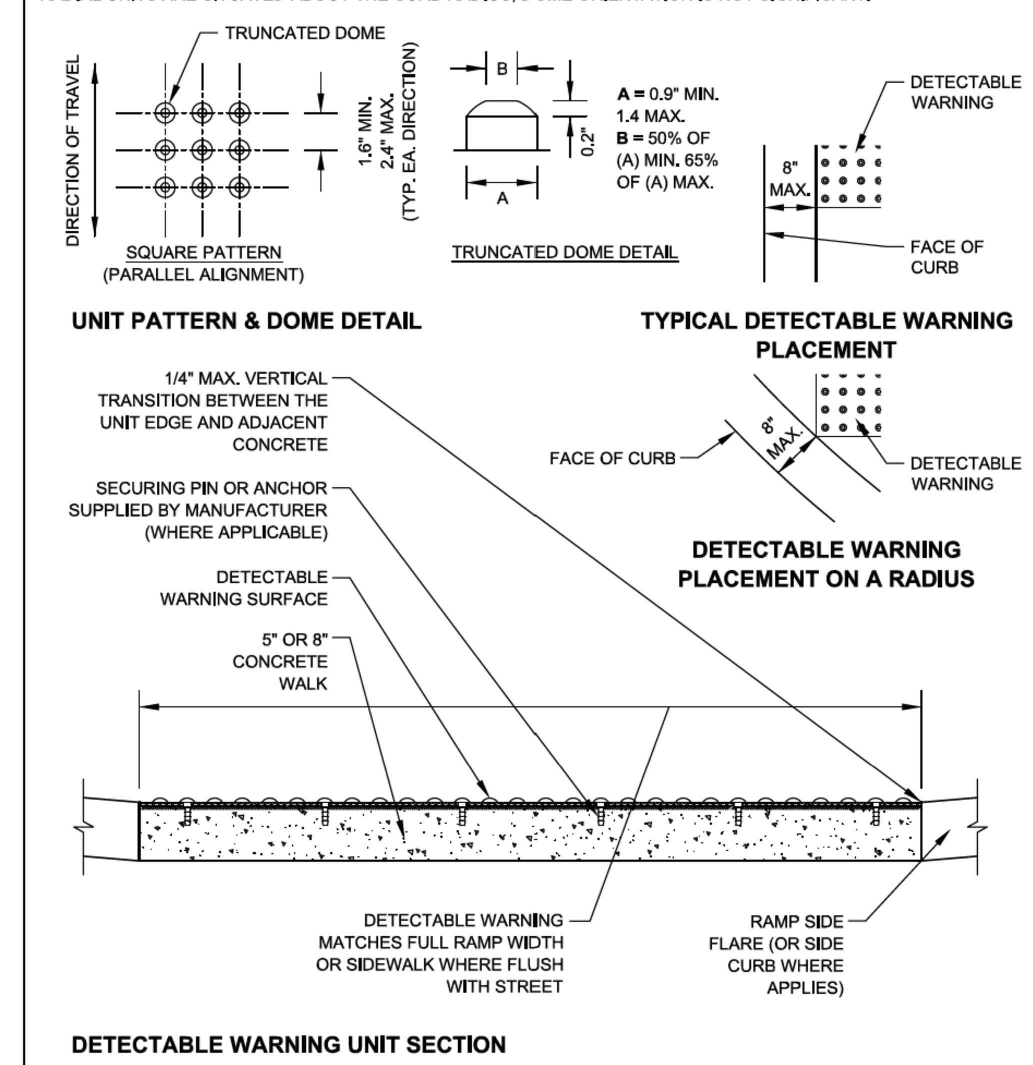
**GENERAL NOTE:**
THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.




**DETECTABLE WARNING UNIT SECTION**

CITY OF CHICAGO
DETECTABLE WARNING UNIT DETAILS
**SHEET B-4-2**

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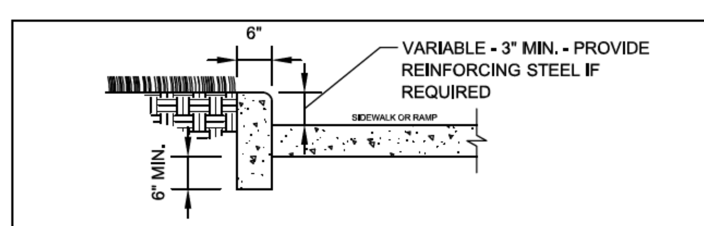
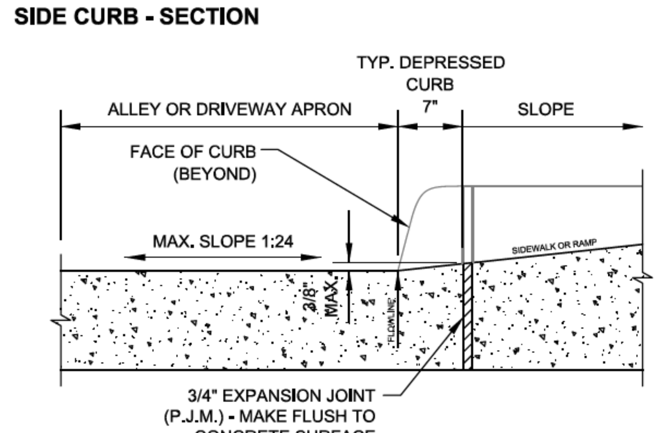
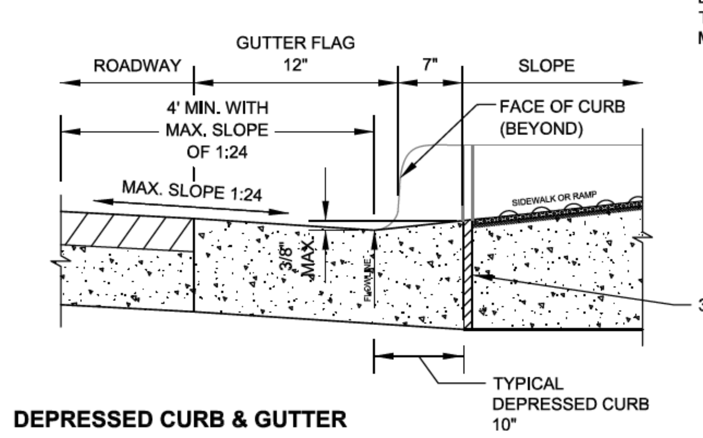



**SIDE CURB - SECTION**




**DEPRESSED CURB & GUTTER**
AT ALLEY/DRIVEWAY APRON (TYPE 4 OR B CURB)




**DEPRESSED CURB & GUTTER**
AT BOTTOM OF TYPICAL CURB RAMP

**NOTES FOR CURB & GUTTER DETAILS THIS SHEET:**

A. CROSS SLOPE AT DEPRESSED CURB & GUTTER NOT TO EXCEED 1:64.

B. DETECTABLE WARNING SURFACE AT DRIVEWAYS REQUIRED ONLY FOR COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES, I.E. SIGNALS.

C. REFER TO *REGULATIONS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY (CDOT)* FOR ADDITIONAL REQUIREMENTS FOR CURB AND GUTTER INSTALLATION.

D. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR SIDE CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK.

E. 'P.J.M.' THIS SHEET REFERS TO PREFORMED JOINT MATERIAL.

CITY OF CHICAGO
CURB & GUTTER DETAILS
**SHEET B-4-3**

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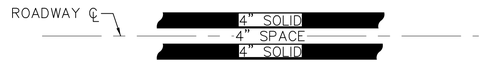
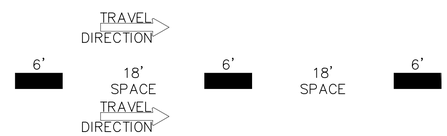
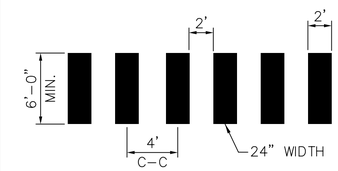
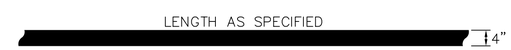
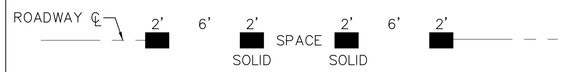
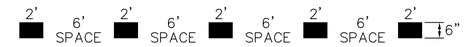
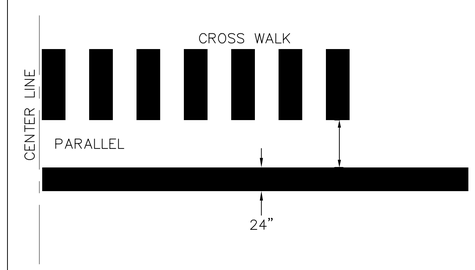
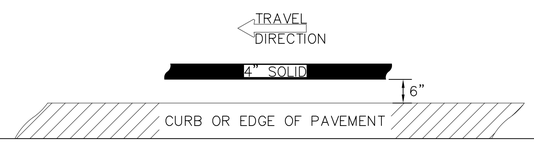
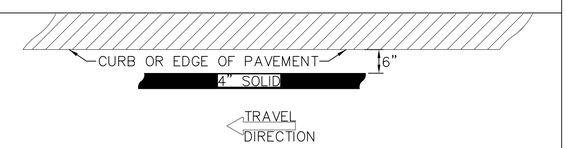
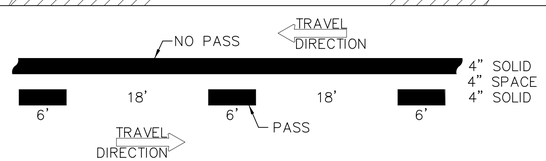
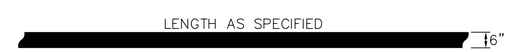
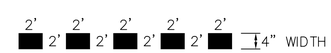
| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154 | CITY OF CHICAGO ADA STANDARDS | SHEET NO. 105 |
|---|---|---|---|---|---|
| | NO. / BY / DATE / DESCRIPTION | | ADA RAMP DETAILS | SCALE: N.T.S. | DATE:01/12/18 |

# PAVEMENT MARKINGS - PATTERNS & WIDTHS

| LONGITUDINAL LINES - YELLOW | | LONGITUDINAL LINES - WHITE | | TRAVERSE LINES - WHITE | |
|---|---|---|---|---|---|
| TYPE LINE | PATTERNS & WIDTHS | TYPE LINE | PATTERNS & WIDTHS | TYPE LINE | |
| DOUBLE CENTER LINE |  | SKIP-DASH LANE LINE |  | INTERNATIONAL |  |
| SKIP-DASH CENTER LINE | | SOLID LANE LINE |  | | |
| DOTTED CENTER LINE |  | DOTTED PATH GUIDE LINE |  | STOP BAR |  |
| EDGE LINE |  | EDGE LINE |  | | |
| NO PASSING ZONE ONE DIRECTION |  | TURN BAY LINE (RIGHT OR LEFT) |  | | |
| | | CONTINUITY LANE THRU INTERSECTION |  | | |

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

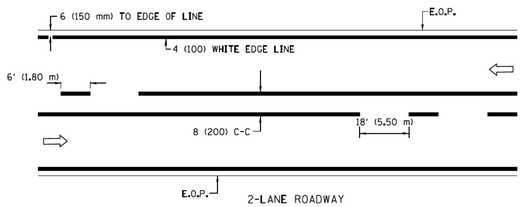
STANDARD DETAILS

PAVEMENT MARKING DETAILS

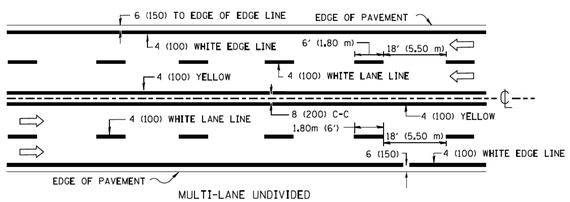
SCALE: N.T.S.

SHEET NO. 106

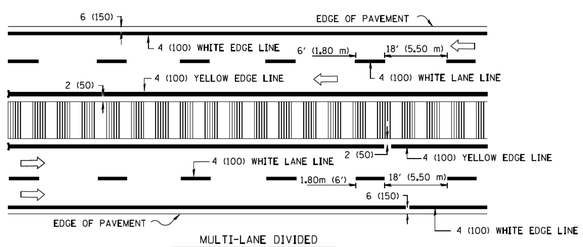
DATE: 01/12/18




2-LANE ROADWAY



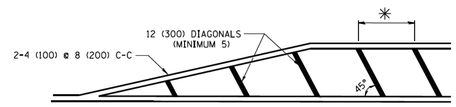

MULTI-LANE UNDIVIDED




MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

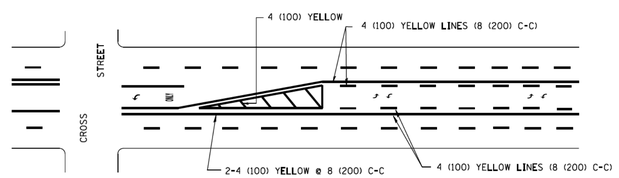
## TYPICAL LANE AND EDGE LINE MARKING



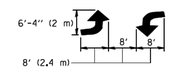

* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

* DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

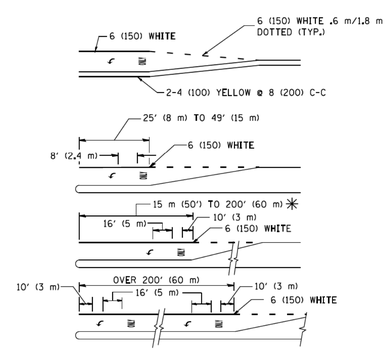



A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.




MEDIAN WITH TWO-WAY LEFT TURN LANE

## TYPICAL PAINTED MEDIAN MARKING

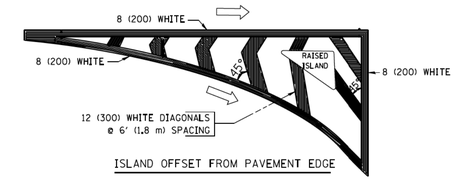



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.8 SQ. FT. (1.47 $m^2$) ONLY AREA = 22.9 SQ. FT. (2.13 $m^2$)

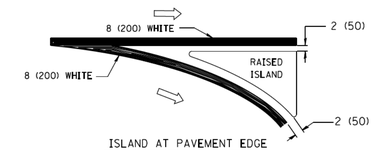
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

## TYPICAL TURN LANE MARKING




ISLAND OFFSET FROM PAVEMENT EDGE




ISLAND AT PAVEMENT EDGE

## TYPICAL ISLAND MARKING

| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|---|---|---|---|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 6' (1.80 m) LINE WITH 18' (5.50 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW | 8 (200) C-C |
| NO PASSING ZONE LINES:<br>FOR ONE DIRECTION<br>FOR BOTH DIRECTIONS | 4 (100)<br>2 @ 4 (100) | SOLID<br>SOLID | YELLOW<br>YELLOW | 8 (200) C-C |
| LANE LINES | 4 (100)<br>5 (125) ON FREEWAYS | SKIP-DASH<br>SKIP-DASH | WHITE<br>WHITE | 6' (1.80 m) LINE WITH 18' (5.50 m) SPACE |
| DOTTED LINES<br>(EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 2' (600) LINE WITH 6' (1.8) SPACE |
| EDGE LINES | 4 (100) | SOLID | YELLOW-LEFT<br>WHITE-RIGHT | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100)<br>EACH DIRECTION<br><br>8' (2.4 m) LEFT ARROW | SKIP-DASH<br>AND SOLID<br><br>IN PAIRS | YELLOW<br><br>WHITE | 6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE<br><br>SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES<br>A. DIAGONALS (BIKE & EQUESTRIAN)<br>B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN) | 12 (300) @ 45°<br>24 (600) @ 90° | SOLID<br>SOLID | WHITE<br>WHITE | 2' (600) APART<br>2' (600) APART<br>SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK. IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE. WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 4 (100) WITH<br>12 (300) DIAGONALS<br>@ 45° | SOLID | YELLOW:<br>TWO WAY TRAFFIC<br><br>WHITE:<br>ONE WAY TRAFFIC | 8 (200) C-C FOR THE DOUBLE LINE<br><br>SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS:<br>20' (6.1 m) (LESS THAN 30 MPH (50 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001<br>AREA OF:<br>"R"=3.6 SQ. FT. (0.33$m^2$) EACH<br>"X"=54.0 SQ. FT. (5.0 $m^2$) |

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

STANDARD DETAILS

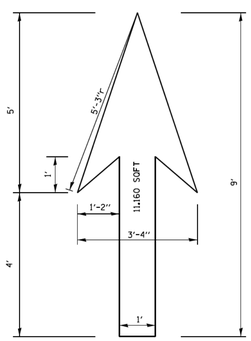
PAVEMENT MARKING DETAILS

SCALE: N.T.S.

SHEET NO. 107

DATE: 01/12/18

DRAWING #29

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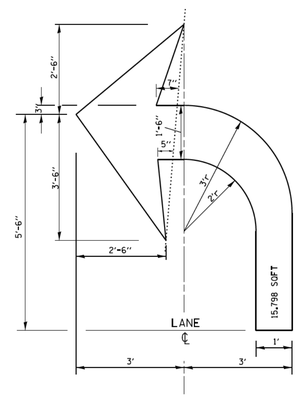


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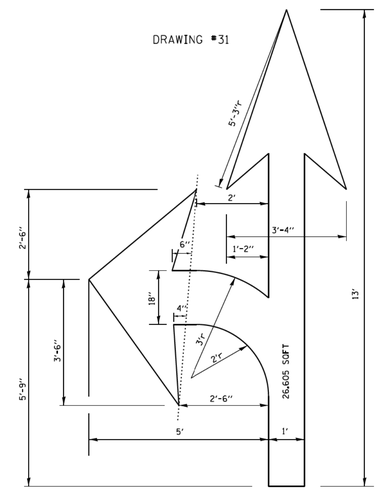


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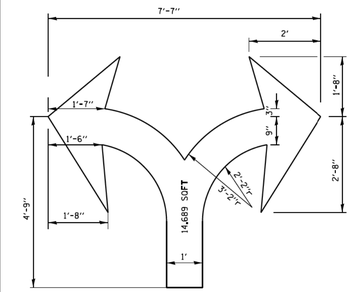


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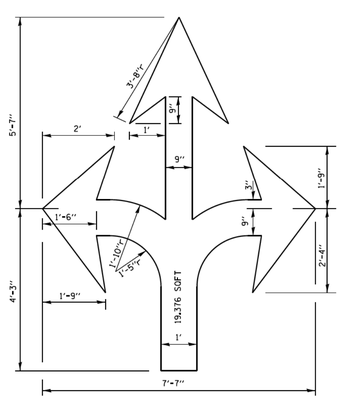
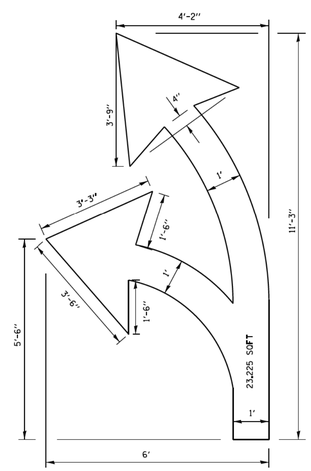
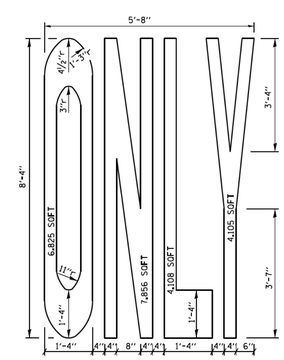



DRAWING #34




DRAWING #35




NOTE:

ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

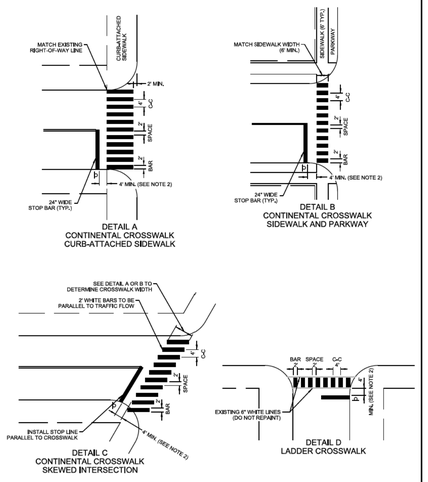
STANDARD DETAILS

PAVEMENT MARKING DETAILS

SCALE: N.T.S.

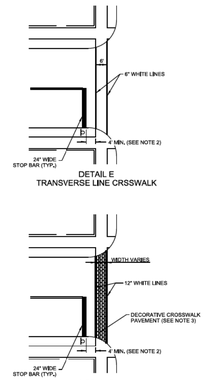
SHEET NO. 108

DATE: 01/12/18




PAGE 1 OF 2

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



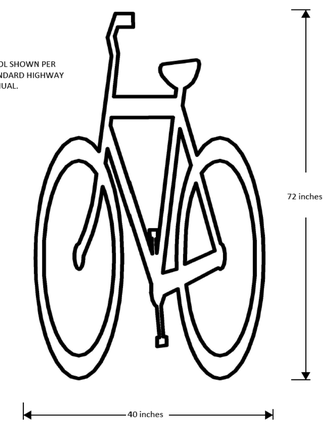

GENERAL NOTES:

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

PAGE 2 OF 2

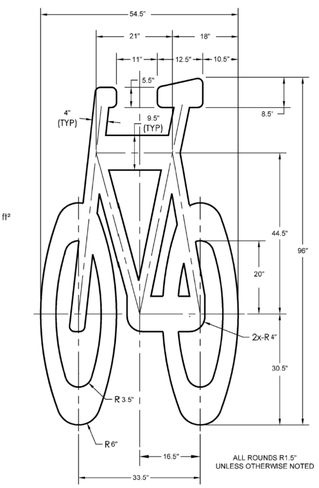
| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | CROSSWALK MARKING DETAIL | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 06/25/12 | A-7-1B | CDOT |

BIKE SYMBOL SHOWN PER FHWA STANDARD HIGHWAY SIGNS MANUAL.



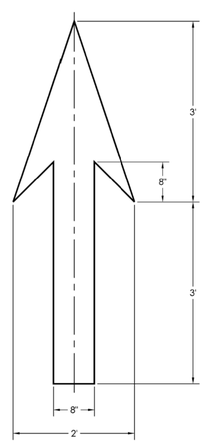

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | 6' BIKE SYMBOL | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 06/25/12 | A-7-2 | CDOT |

AREA = 16.2 ft²

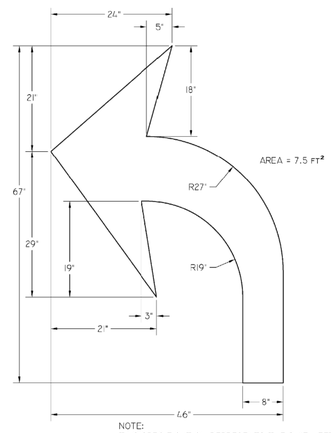



| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | 8' BIKE SYMBOL | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 06/25/12 | A-7-3 | CDOT |

AREA = 4.56 ft²



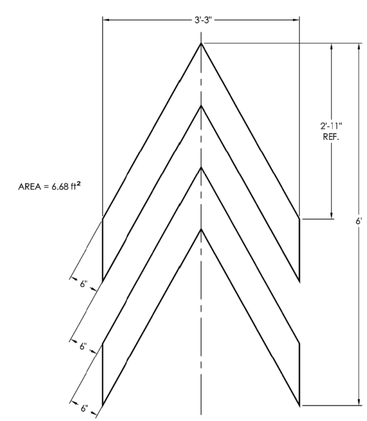

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | BIKE ARROW | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 06/25/12 | A-7-4 | CDOT |



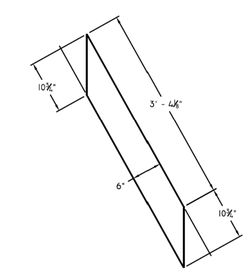

NOTE:
THIS SPECIFICATION REPRESENTS THE BIKE LEFT TURN ARROW. FOR A BIKE RIGHT TURN ARROW, USE A MIRROR IMAGE.

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

AREA = 6.68 ft²



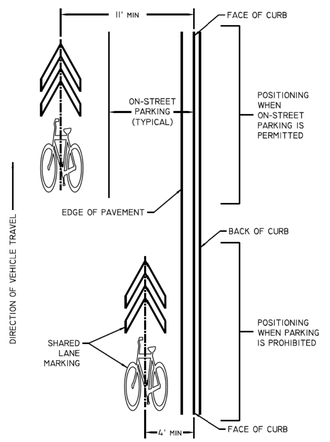

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | BIKE CHEVRON | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 06/25/12 | A-7-6 | CDOT |




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

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

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | | | | CITY OF CHICAGO<br>DEPARTMENT OF TRANSPORTATION<br>DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING<br>SOUTH AREA B-4-154 | PAVEMENT MARKING DETAILS | SHEET NO.<br>109 |
|---|---|---|---|---|---|---|---|---|
| | NO. | BY | DATE | DESCRIPTION | | | | |
| | | | | | | STANDARD DETAILS | SCALE: N.T.S. | DATE:01/12/18 |



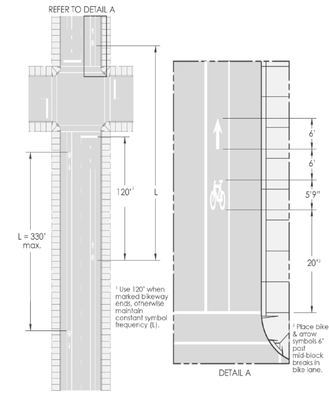

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | SHARED LANE MARKING LATERAL POSITIONING | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 09/15/05 | A-7-8 | CDOT |

* FHWA Series 2000 Standard Alphabets

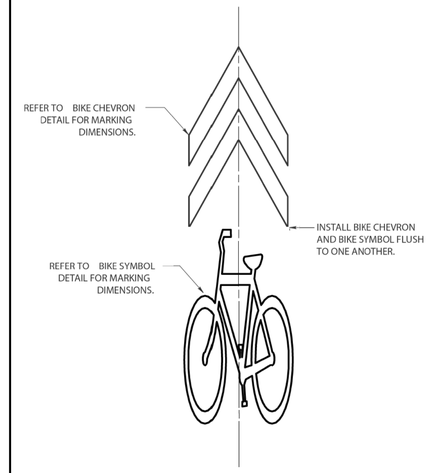
Refer to FHWA Standard Highway Signs manual for symbol detail.

Colors: Legend -Black
Background -Orange

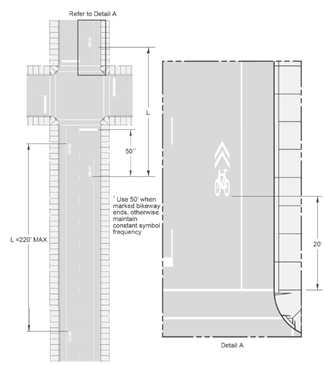
| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | | | SHARED LANE YIELD TO BIKES SIGN | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 1/1/14 | A-7-9 | CDOT |




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

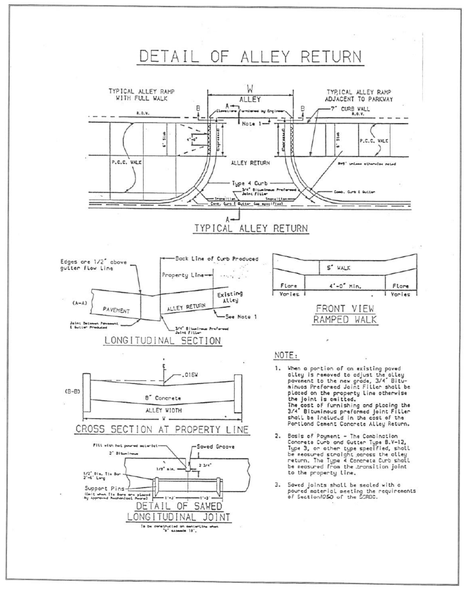



| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | SHARED LANE MARKING | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 10/02/07 | A-7-11 | CDOT |

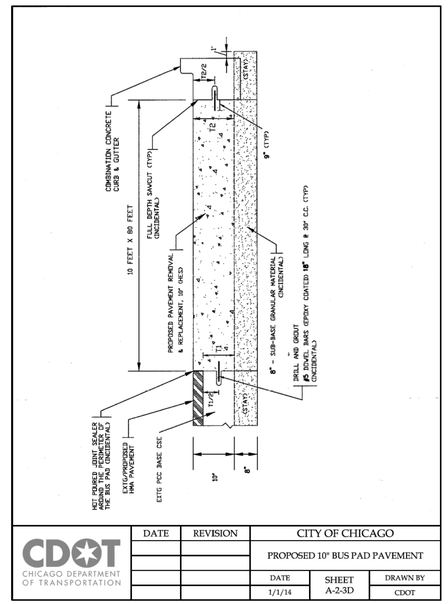



| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | SHARED LANE MARKING - LONGITUDINAL SPACING | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 12/12/07 | A-7-12 | CDOT |

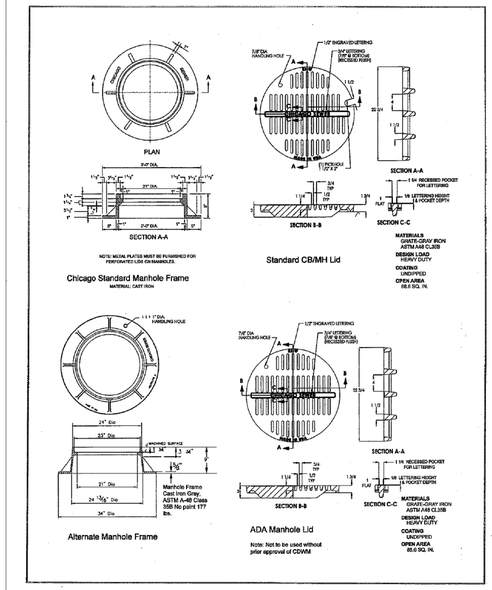
| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | | | | CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154 | PAVEMENT MARKING DETAILS | SHEET NO. 110 |
|---|---|---|---|---|---|---|---|---|
| | NO. | BY | DATE | DESCRIPTION | | | | |
| | | | | | | STANDARD DETAILS | SCALE: N.T.S. | DATE:01/12/18 |



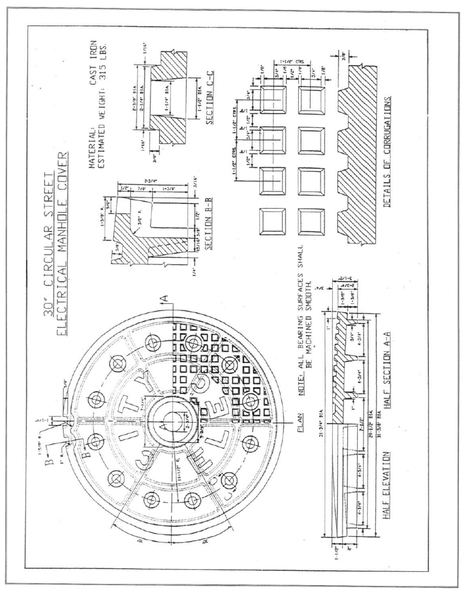

STANDARD DETAILS (TERM) Page 20 of 68



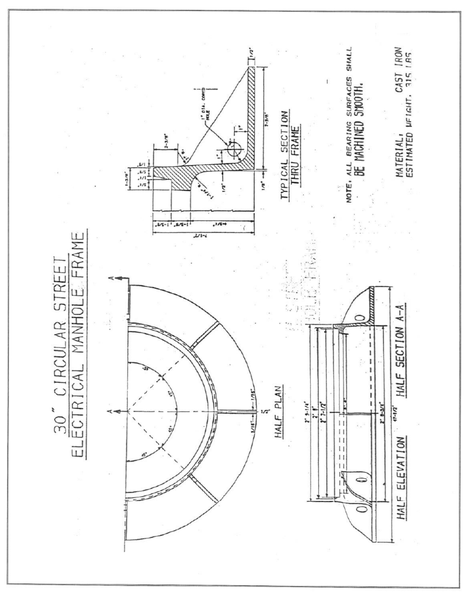

STANDARD DETAILS (TERM) Page 21 of 68



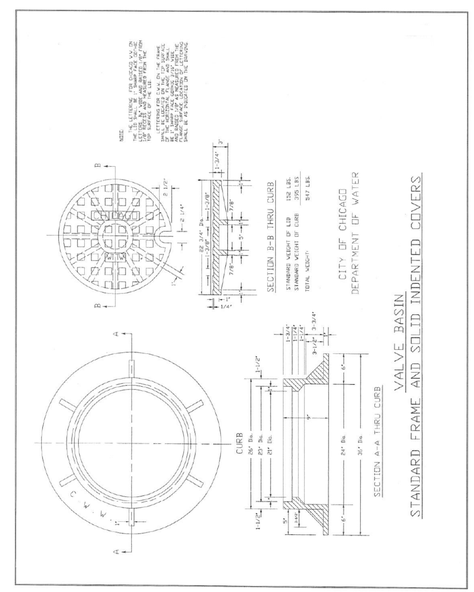

STANDARD DETAILS (TERM) Page 22 of 68



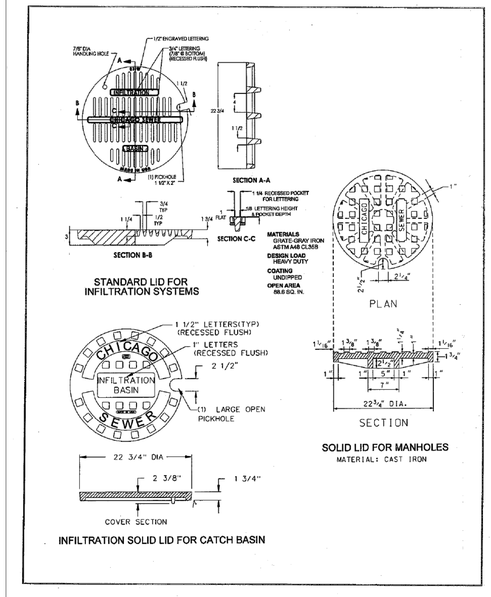

STANDARD DETAILS (TERM) Page 26 of 68




STANDARD DETAILS (TERM) Page 25 of 68




STANDARD DETAILS (TERM) Page 24 of 68




STANDARD DETAILS (TERM) Page 23 of 68

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | | | | CITY OF CHICAGO<br>DEPARTMENT OF TRANSPORTATION<br>DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING<br>SOUTH AREA B-4-154 | CITY OF CHICAGO TYPICAL DETAILS | SHEET NO.<br>111 |
|---|---|---|---|---|---|---|---|---|
| | NO. | BY | DATE | DESCRIPTION | | STANDARD DETAILS | SCALE: N.T.S. | DATE:01/12/18 |

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
| | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

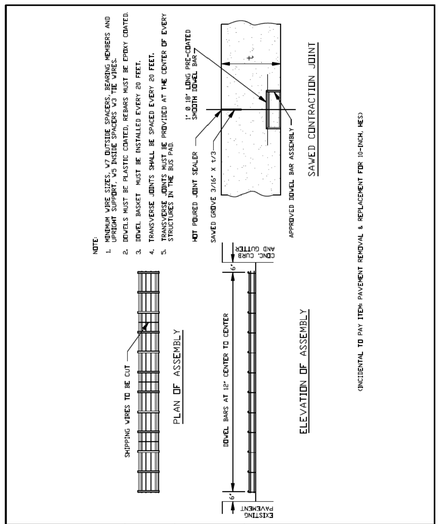
STANDARD DETAILS

CITY OF CHICAGO TYPICAL DETAILS

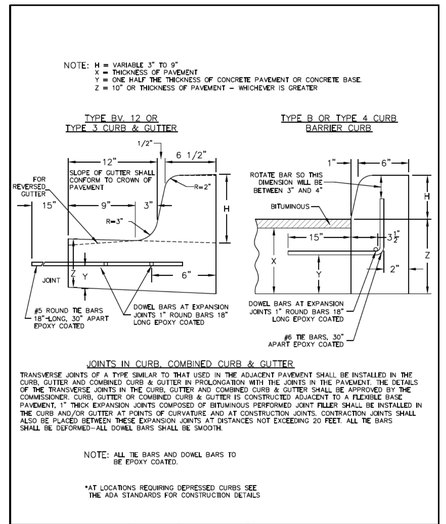
SCALE: N.T.S.

SHEET NO. 112

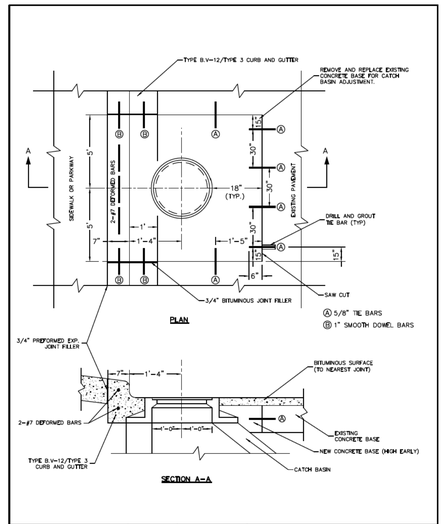
DATE: 01/12/18



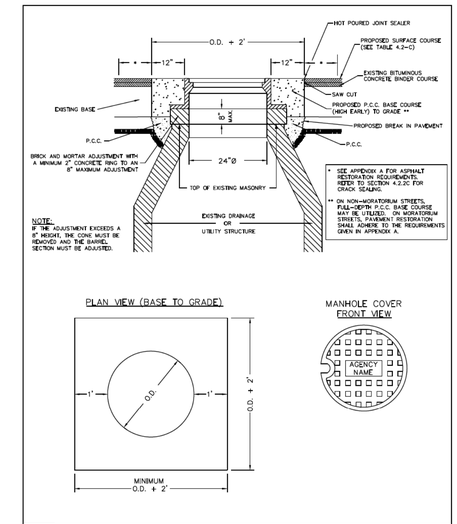

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | | | CONTRACTION JOINT ASSEMBLY FOR BUS PAD | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 1/1/14 | A-2-3F | CDOT |



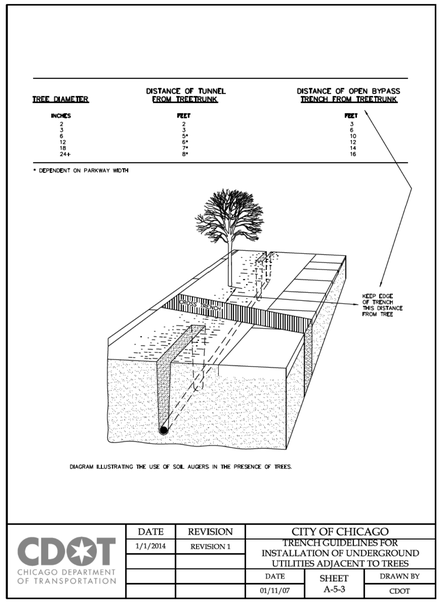

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | CONCRETE CURB & GUTTER DETAIL | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 12/12/06 | A-2-6 | CDOT |



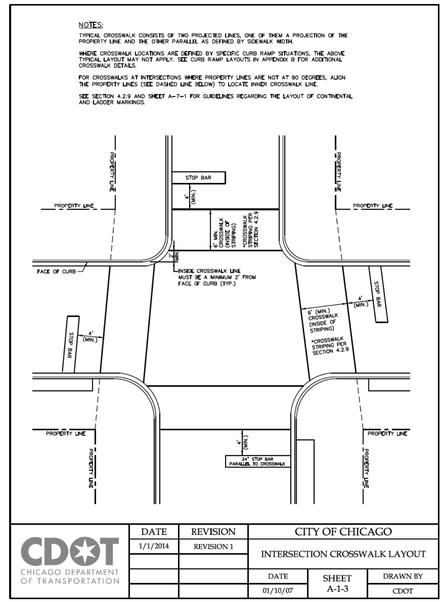

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | CATCH BASIN ADJUSTMENT IN EXISTING PAVEMENT | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 12/22/06 | A-2-11 | CDOT |



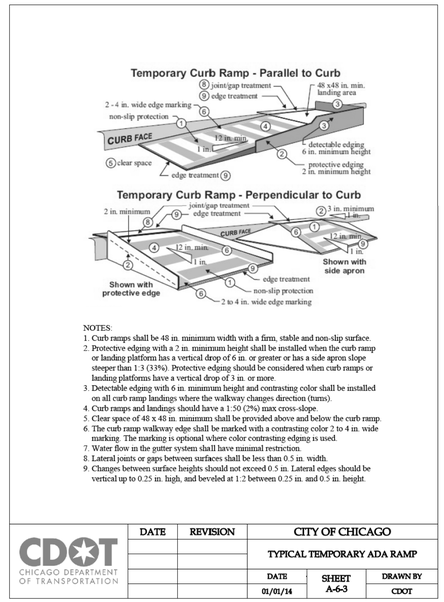

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | 1/1/2014 | REVISION 1 | FRAME ADJUSTMENT IN PAVEMENT | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 12/22/06 | A-2-12 | CDOT |




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




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




| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | DATE | REVISION | CITY OF CHICAGO | | |
|---|---|---|---|---|---|
| | | | TYPICAL TEMPORARY ADA RAMP | | |
| | | | DATE | SHEET | DRAWN BY |
| | | | 01/01/14 | A-6-3 | CDOT |

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS | | | |
|---|---|---|---|---|
| | NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

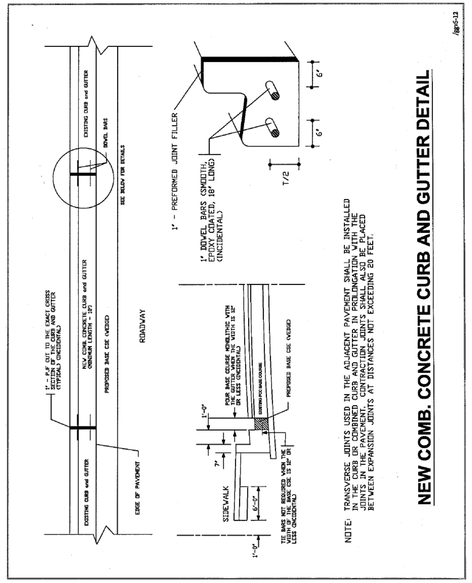
STANDARD DETAILS

CITY OF CHICAGO TYPICAL DETAILS

SCALE: N.T.S.

SHEET NO.
113

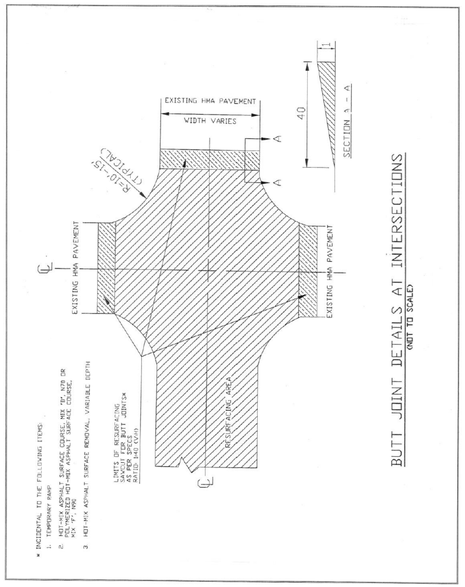
DATE:01/12/18



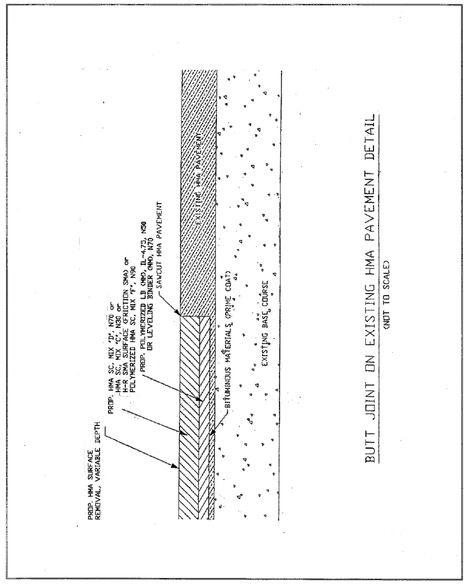

NOTE: TRANSVERSE JOINTS USED IN THE ADJACENT PAVEMENT SHALL BE INSTALLED IN THE CURB OR COMBINED CURB AND GUTTER IN PROLONGATION WITH THE JOINTS IN THE PAVEMENT. CURB AND GUTTER JOINTS SHALL BE PLACED BETWEEN EXPANSION JOINTS AT DISTANCES NOT EXCEEDING 20 FEET.

## NEW COMB. CONCRETE CURB AND GUTTER DETAIL

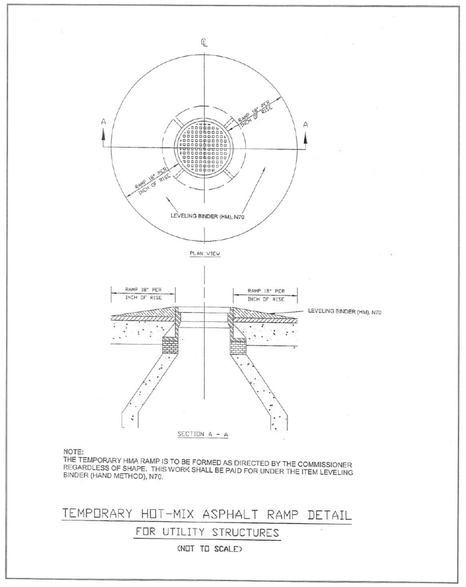




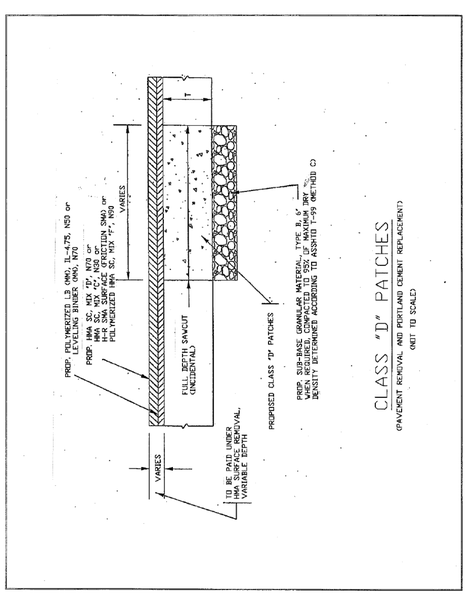


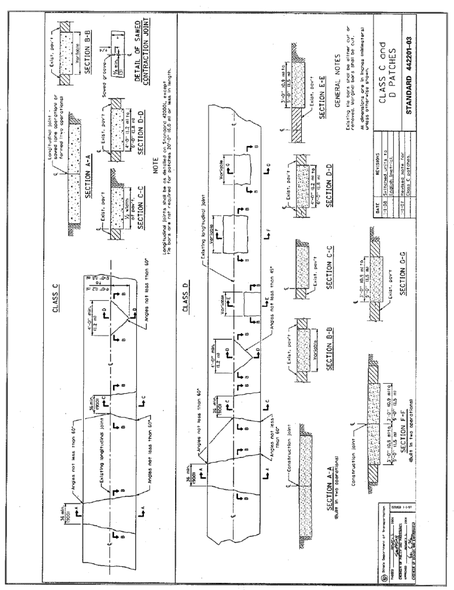


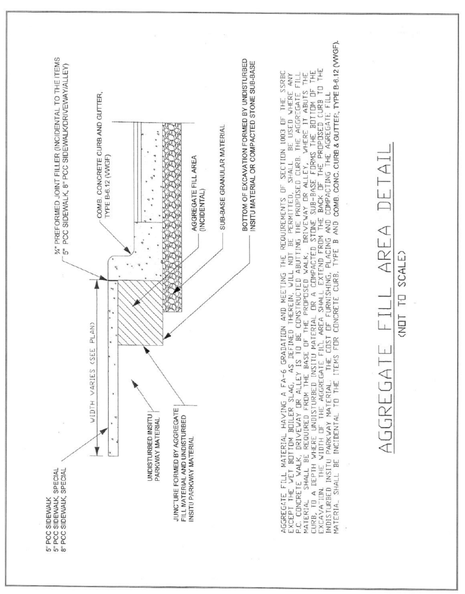


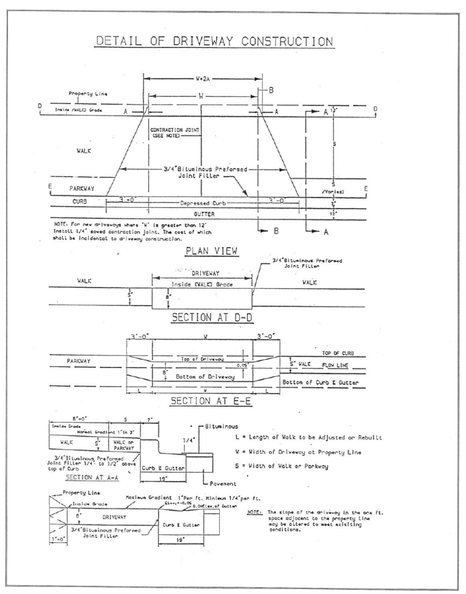









CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

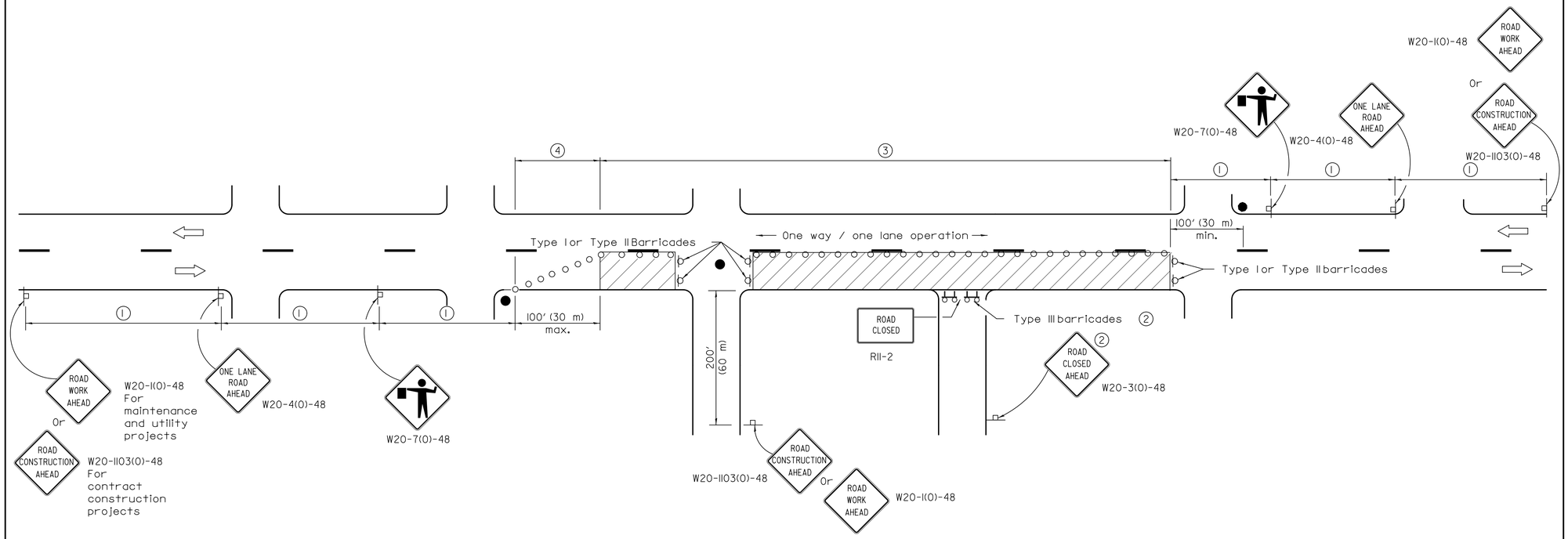
STANDARD DETAILS

CITY OF CHICAGO TYPICAL DETAILS

SCALE: N.T.S.

SHEET NO. 114

DATE: 01/12/18




| SIGN SPACING | |
|---|---|
| Posted Speed | Sign Spacing |
| 55 | 500' (150 m) |
| 50-45 | 350' (100 m) |
| <45 | 200' (60 m) |

## SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

1. Refer to SIGN SPACING TABLE for distances.
2. For approved sideroad closures.
3. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used. the interval between devices may be doubled.
4. Cones, drums or barricades at 20' (6 m) centers.

## GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

| DATE | REVISIONS |
|---|---|
| 1-1-11 | Revised flagger sign. |
| | |
| | |
| 1-1-09 | Switched units to |
| | English (metric). |
| | Corrected sign No.'s. |

# URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

**STANDARD 701501-06**

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

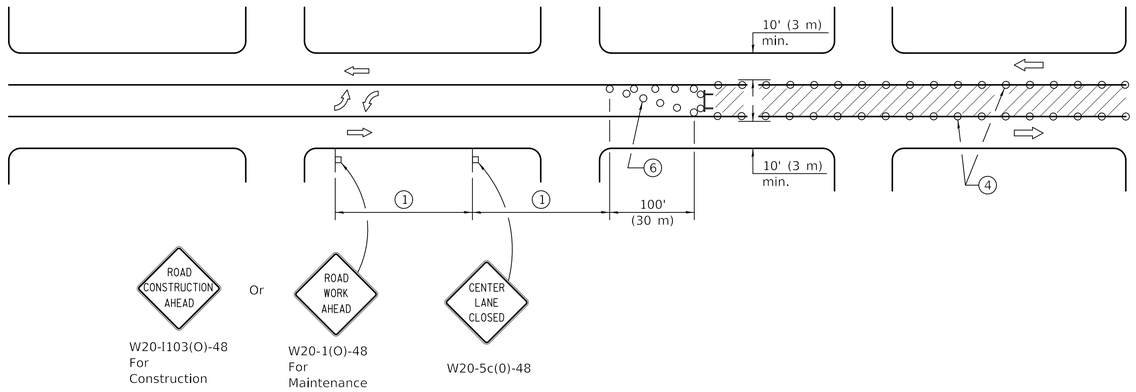
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO. 115

DATE: 01/12/18




## CASE I

(Signs required for both directions)

| SIGN SPACING | |
|---|---|
| Posted Speed | Sign Spacing |
| 55 | 500' (150 m) |
| 50-45 | 350' (100 m) |
| <45 | 200' (60 m) |

## SYMBOLS

- Work area
- Barricade or drum with flashing light
- Flagger with traffic control sign
- Cone, drum or barricade (Cones for daytime use only)
- Sign on portable or permanent support
- Type III barricade with flashing lights

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 mph (70 km/h).
3. Required if work exceeds 500' (164 m) or 1 block.
4. Cones at 25' (8 m) centers for 250' (75 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
5. For approved sideroad closures.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Use flagger sign only when flagger is present.

## GENERAL NOTES

This Standard is used to close one lane of an urban, two lane, two way roadway with a bidirectional turn lane.

Case I applies when no workers are present. When workers are present, two lanes shall be closed and traffic control shall be according to Standard 701501.

Calculate L as follows:

| SPEED LIMIT | FORMULAS English | FORMULAS (Metric) |
|---|---|---|
| 40 mph (70 km/h) or less: | $L=\frac{WS^2}{60}$ | $L=\frac{WS^2}{150}$ |
| 45 mph (80 km/h) or greater: | L=(W)(S) | L=0.65(W)(S) |

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2018
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01

| DATE | REVISIONS |
|---|---|
| 1-1-18 | Corrected sign number for |
| | TWO WAY TRAFFIC sign for |
| | CASE II. |
| 1-1-17 | Added flashing lights to Type |
| | III barr. Revised dev. & sign |
| | spacing, TWLTL taper length. |

# URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE

(Sheet 1 of 2)

**STANDARD 701502–08**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

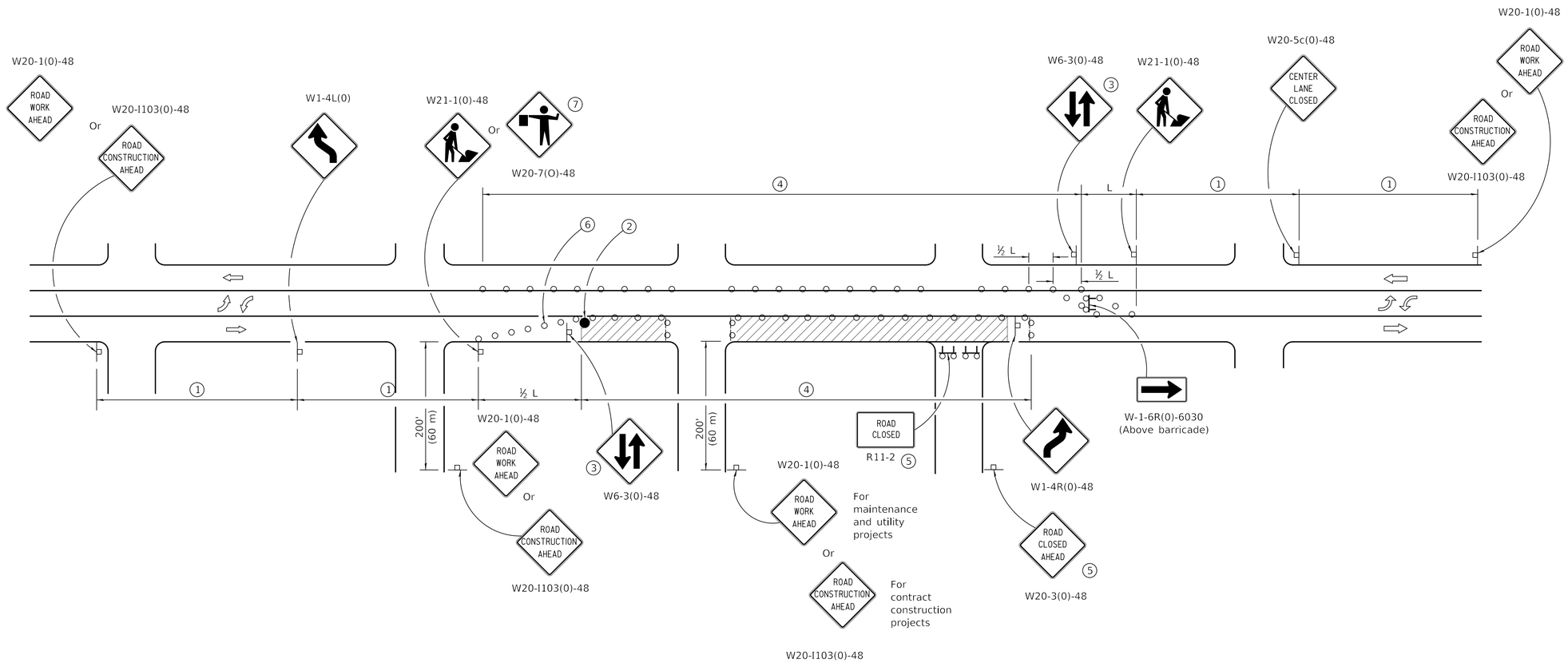
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO. 116

DATE: 01/12/18




**CASE II**

Illinois Department of Transportation

APPROVED January 1, 2018
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01

# URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE

(Sheet 2 of 2)

**STANDARD 701502–08**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B–4–154

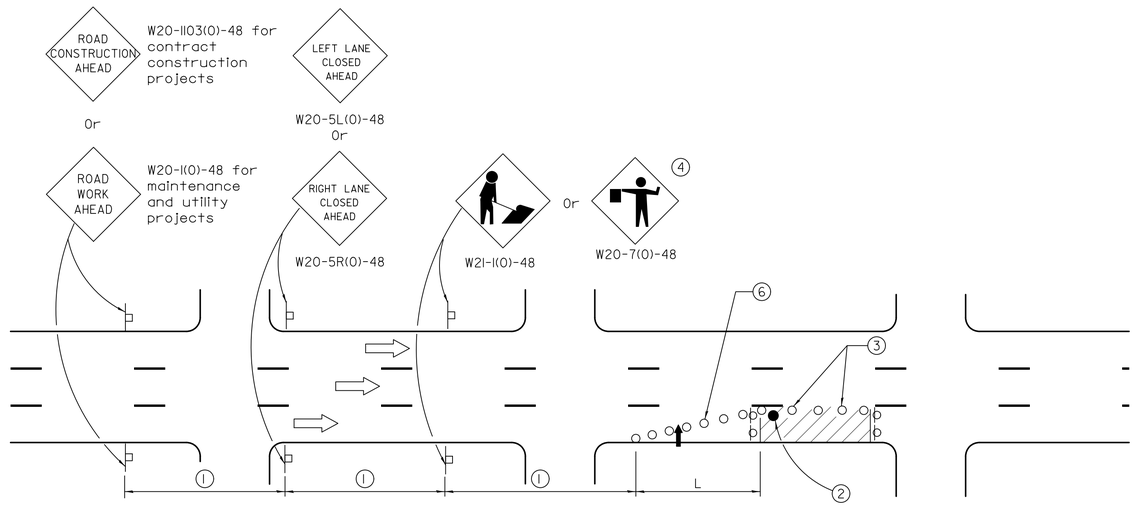
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO. 117

DATE: 01/12/18




| SIGN SPACING | |
|---|---|
| Posted Speed | Sign Spacing |
| 55 | 500' (150 m) |
| 50-45 | 350' (100 m) |
| <45 | 200' (60 m) |

## SYMBOLS

- Arrow board
- Cone, drum or barricade
- Sign on portable or permanent support
- Work area
- Barricade or drum with flashing light
- Type III barricade with flashing lights
- Flagger with traffic control sign.

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 MPH
3. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
4. Use flagger sign only when flagger is present.
5. For approved sideroad closures.
6. Cones, drums or barricades at 20' (6 m) in taper.

## GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in urban areas.

Calculate L as follows:

| SPEED LIMIT | FORMULAS English | FORMULAS (Metric) |
|---|---|---|
| 40 mph (70 km/h) or less: | $L=\frac{WS^2}{60}$ | $L=\frac{WS^2}{150}$ |
| 45 mph (80 km/h) or greater: | L=(W)(S) | L=0.65(W)(S) |

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2014
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

| DATE | REVISIONS |
|---|---|
| 1-1-14 | Revised workers sign |
| | number to agree with |
| | current MUTCD. |
| 1-1-13 | Omitted text 'WORKERS' |
| | sign. |
| | |

# URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN

(Sheet 1 of 2)

**STANDARD 701601-09**

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154

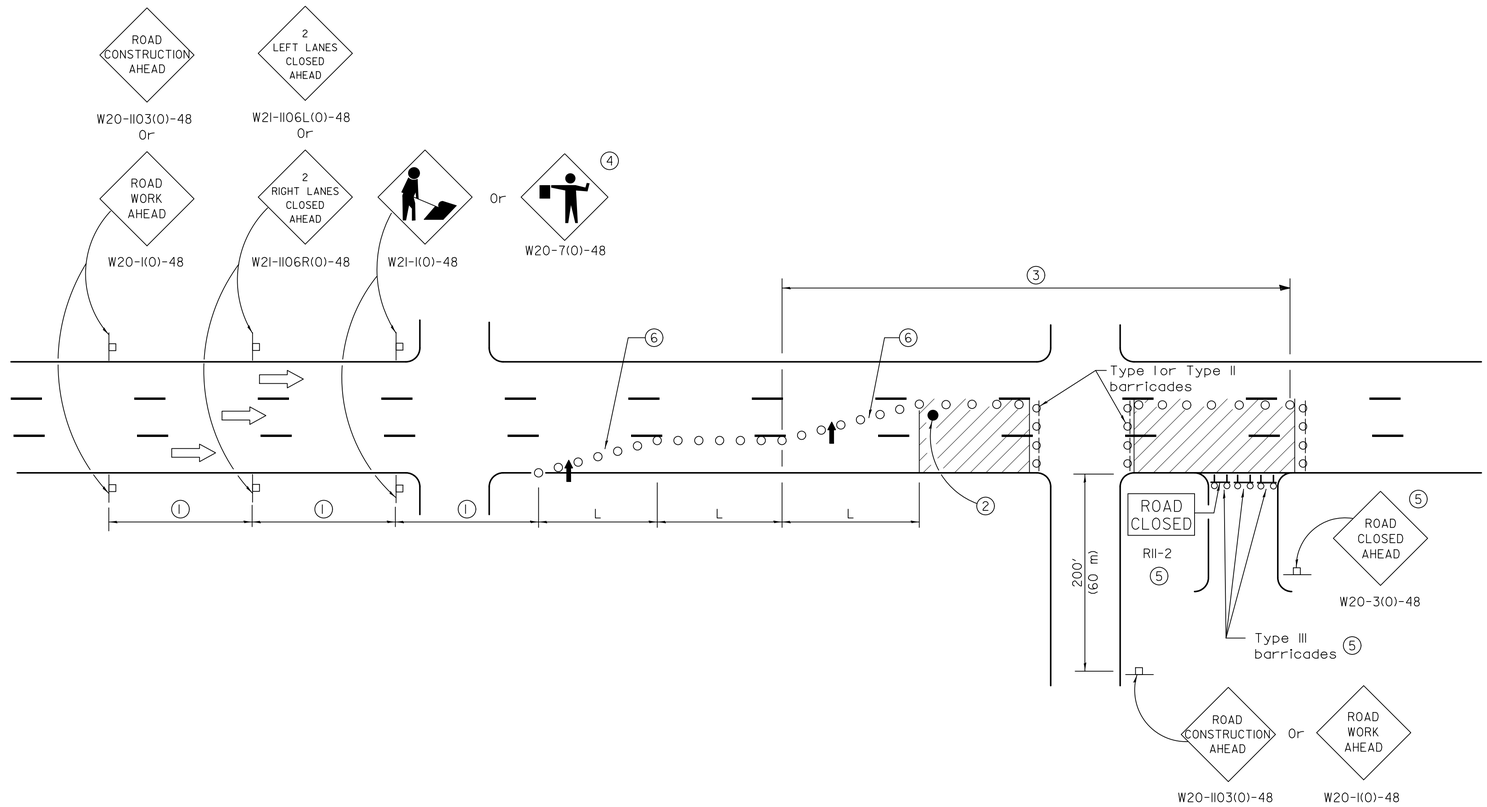
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO. 118

DATE: 01/12/18




Illinois Department of Transportation

APPROVED January 1, 2014
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

# URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN

(Sheet 2 of 2)

**STANDARD 701601–09**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B–4–154

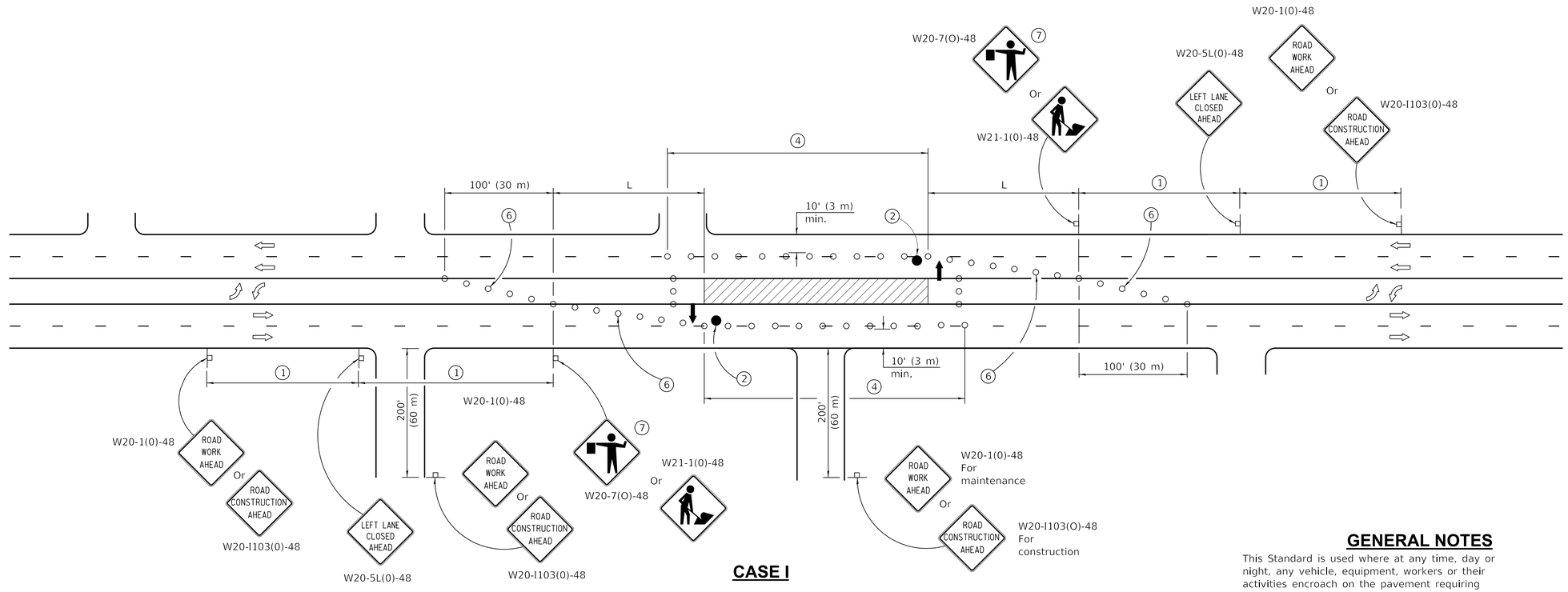
IDOT STANDARD DETAILS

SHEET NO. 119

STANDARD DETAILS

SCALE: N.T.S.

DATE: 01/12/18




## CASE I

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 mph (70 km/h).
3. Required if work exceeds 500' (164 m) or 1 block, repeat every 1 mile (1.6 km).
4. Cones at 25' (8 m) centers for 250' (75 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
5. For approved sideroad closures.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Use flagger sign only when flagger is present.

| SIGN SPACING | |
|---|---|
| Posted Speed | Sign Spacing |
| 55 | 500' (150 m) |
| 50-45 | 350' (100 m) |
| <45 | 200' (60 m) |

## SYMBOLS

- Arrow board
- Work area
- Barricade or drum with steady burning mondirectional light
- Flagger with traffic control sign
- Cone, drum or barricade (Cones for daytime use only)
- Sign on portable or permanent support
- Type III barricade with flashing lights

## GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an Urban area.

If the work operation is performed between 9:00 a.m. and 3:00 p.m. and does not exceed 15 min. Traffic protection shall be as shown for Standard 701426.

Calculate L as follows:

| SPEED LIMIT | FORMULAS English | FORMULAS (Metric) |
|---|---|---|
| 40 mph (70 km/h) or less: | $L=\frac{WS^2}{60}$ | $L=\frac{WS^2}{150}$ |
| 45 mph (80 km/h) or greater: | L=(W)(S) | L=0.65(W)(S) |

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2018
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 10-1-01

| DATE | REVISIONS |
|---|---|
| 1-1-18 | Moved arrow boards into |
| | closed lanes for CASE I. |
| | |
| 1-1-17 | Added flashing lights to Type |
| | III barr. Revised dev. & sign |
| | spacing, TWLTL taper length. |

# URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE

(Sheet 1 of 4)

**STANDARD 701602–09**

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154

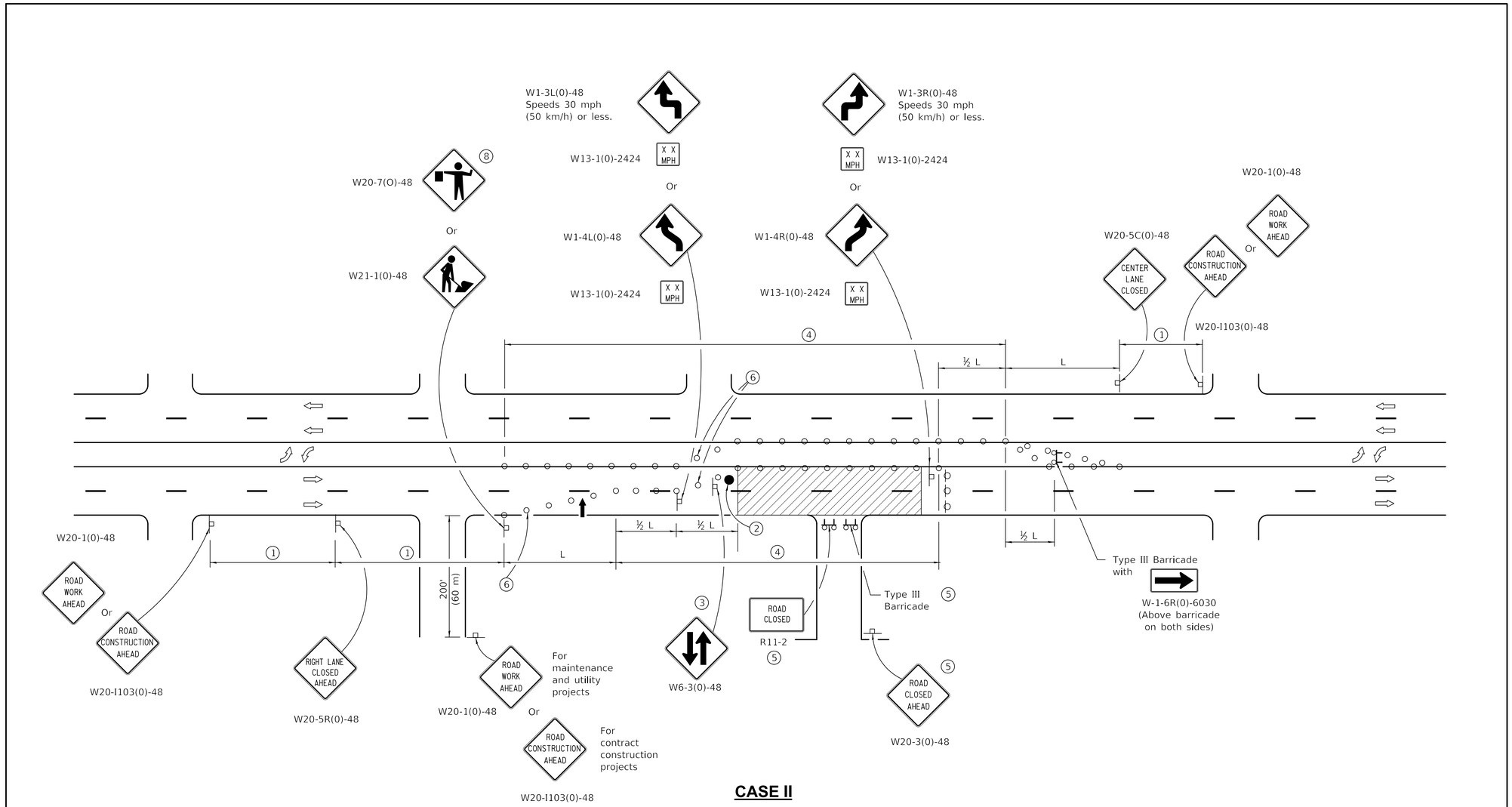
IDOT STANDARD DETAILS

SHEET NO. 120

STANDARD DETAILS

SCALE: N.T.S.

DATE: 01/12/18




**CASE II**

Illinois Department of Transportation

APPROVED January 1, 2018
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01

# URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE

(Sheet 2 of 4)

**STANDARD 701602–09**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B–4–154

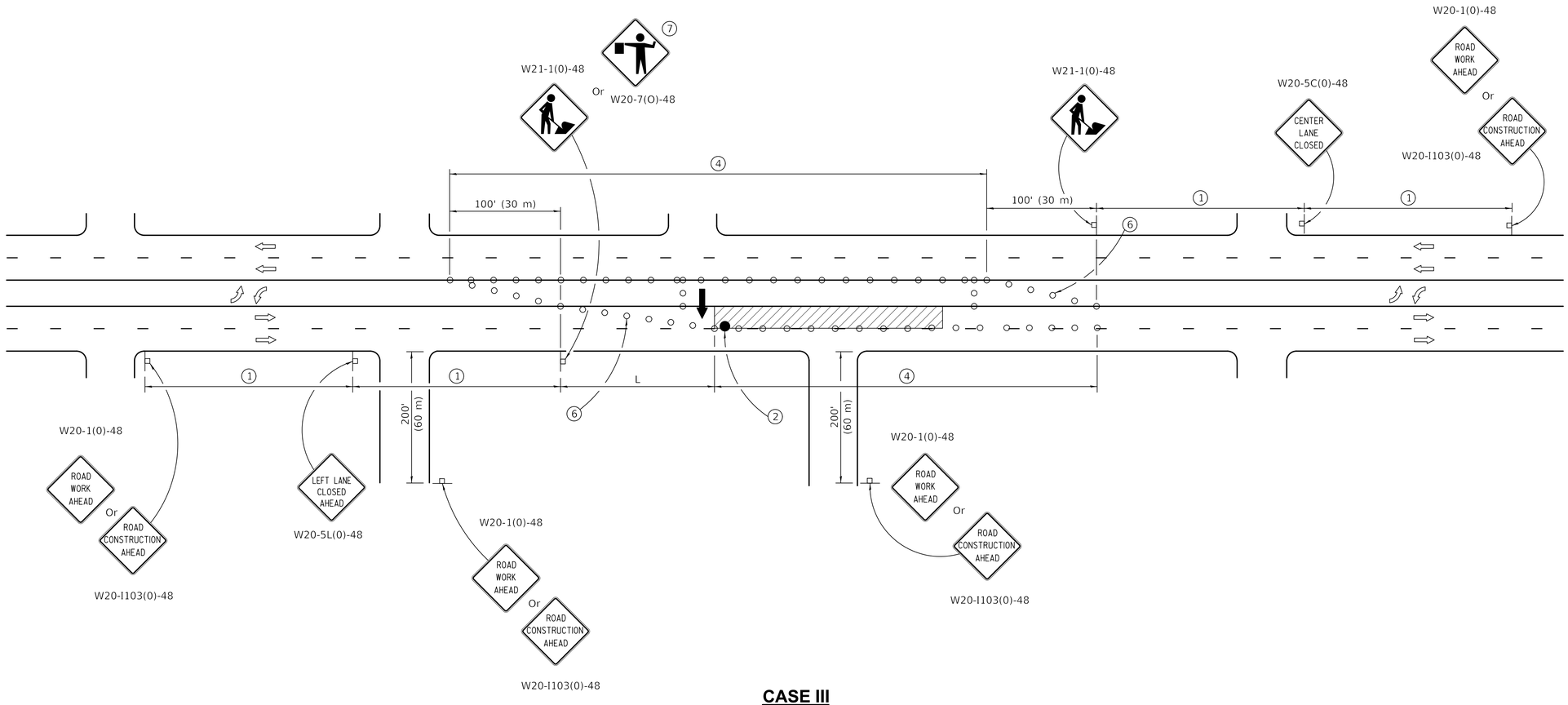
IDOT STANDARD DETAILS

SHEET NO.
121

STANDARD DETAILS

SCALE: N.T.S.

DATE:01/12/18




**CASE III**

Illinois Department of Transportation

APPROVED January 1, 2018
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01

# URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE

(Sheet 3 of 4)

**STANDARD 701602–09**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

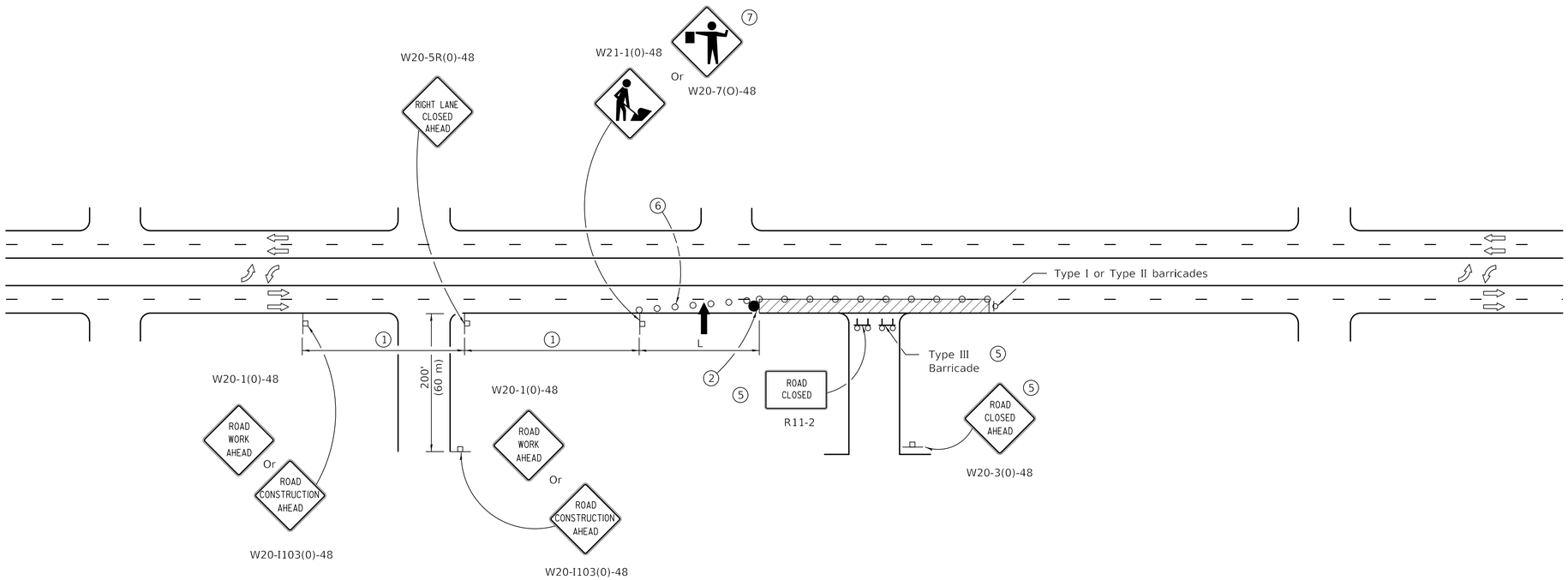
IDOT STANDARD DETAILS

SHEET NO. 122

STANDARD DETAILS

SCALE: N.T.S.

DATE: 01/12/18




**CASE IV**

Illinois Department of Transportation

APPROVED January 1, 2018
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01

# URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE

(Sheet 4 of 4)

**STANDARD 701602–09**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B–4–154

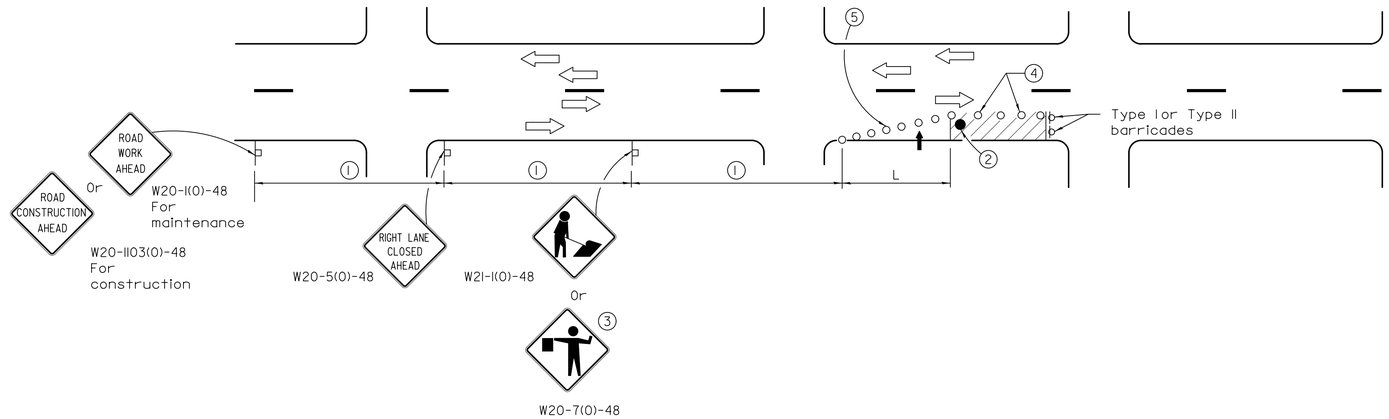
IDOT STANDARD DETAILS

SHEET NO. 123

STANDARD DETAILS

SCALE: N.T.S.

DATE:01/12/18




| SIGN SPACING | |
|---|---|
| Posted Speed | Sign Spacing |
| 55 | 500' (150 m) |
| 50-45 | 350' (100 m) |
| <45 | 200' (60 m) |

## SYMBOLS

- Arrow board
- Cone, drum or barricade
- Sign on portable or permanent support
- Work area
- Barricade or drum with flashing light
- Flagger with traffic control sign.

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 mph.
3. Use flagger sign only when flagger is present.
4. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
5. Cones, drums or barricades at 20' (6 m) centers in taper.

## GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an Urban area.

Calculate L as follows:

| SPEED LIMIT | FORMULAS English | FORMULAS (Metric) |
|---|---|---|
| 40 mph (70 km/h) or less: | $L=\frac{WS^2}{60}$ | $L=\frac{WS^2}{150}$ |
| 45 mph (80 km/h) or greater: | L=(W)(S) | L=0.65(W)(S) |

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF SAFETY ENGINEERING
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

| DATE | REVISIONS |
|---|---|
| 1-1-15 | Renamed standard. Moved |
| | case on Sheet 2 to new |
| | Highway Standard. |
| 1-1-14 | Revised workers sign |
| | number to agree with |
| | current MUTCD. |

# URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

**STANDARD 701606-10**

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154

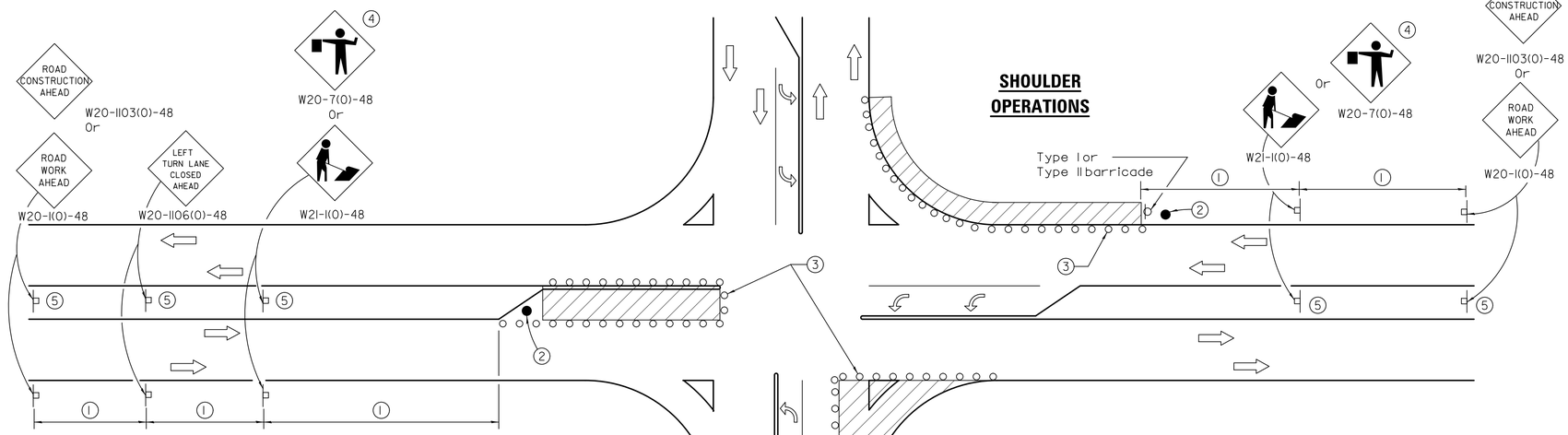
IDOT STANDARD DETAILS

SHEET NO. 124

STANDARD DETAILS

SCALE: N.T.S.

DATE: 01/12/18




## LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

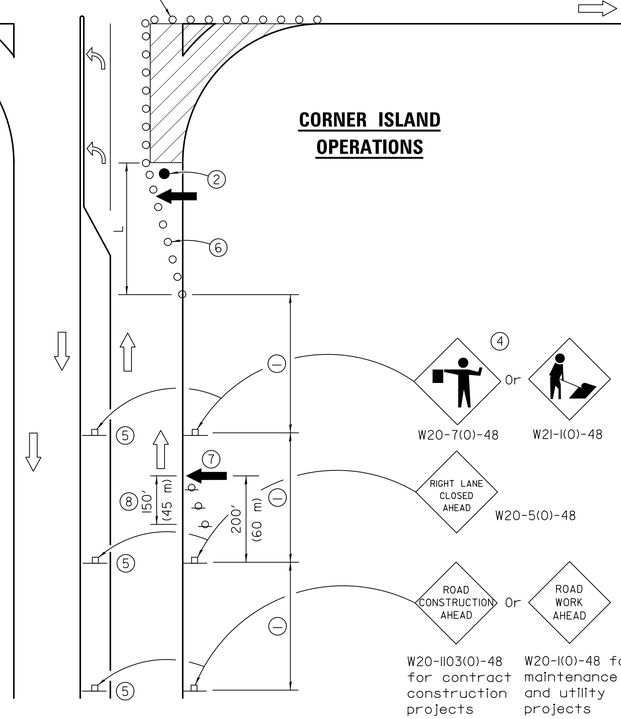
1. Refer to SIGN SPACING TABLE for distance.
2. Required for speed > 40 mph.
3. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
4. Use flagger sign only when flagger is present.
5. Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Advanced arrow board required for speeds > 45 mph.
8. Three Type II barricades, drums or vertical barricades at 50' (15 m) centers.

| SIGN SPACING | |
|---|---|
| Posted Speed | Sign Spacing |
| 55 | 500' (150 m) |
| 50-45 | 350' (100 m) |
| <45 | 200' (60 m) |

## SYMBOLS

- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign

## CORNER ISLAND OPERATIONS




## GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Calculate L as follows:

| SPEED LIMIT | FORMULAS English | FORMULAS (Metric) |
|---|---|---|
| 40 mph (70 km/h) or less: | $L = \frac{WS^2}{60}$ | $L = \frac{WS^2}{150}$ |
| 45 mph (80 km/h) or greater: | L=(W)(S) | L=0.65(W)(S) |

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

| DATE | REVISIONS |
|---|---|
| 4-1-16 | Corrected sign number for |
| | LEFT TURN LANE CLOSED |
| | AHEAD. |
| 1-1-14 | Added devices at arrow |
| | board upstream from taper. |
| | Rev. workers sign number. |

# URBAN LANE CLOSURE, MULTILANE INTERSECTION

**STANDARD 701701-10**

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
| | | | |
| | | | |
| | | | |
| | | | |

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

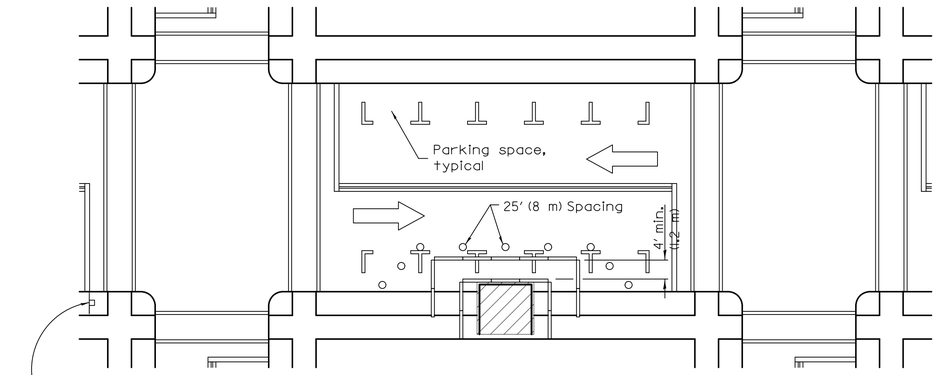
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO. 125

DATE: 01/12/18




① Omit whenever duplicated by road work traffic control.

① ROAD CONSTRUCTION AHEAD — W20-1103(0)-48 for contract construction projects

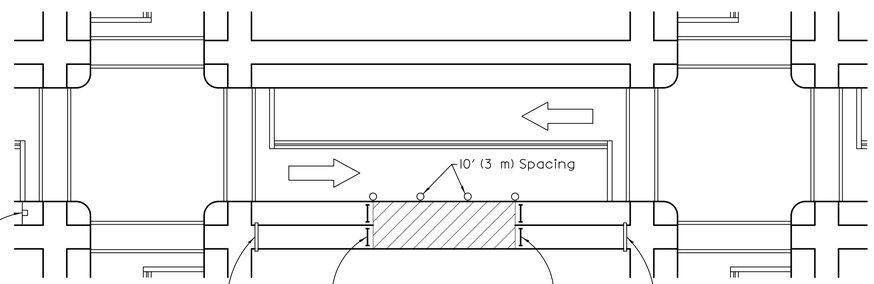
Or

① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

## SIDEWALK DIVERSION

## SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian chanellizing barricade




① ROAD CONSTRUCTION AHEAD — W20-1103(0)-48 for contract construction projects

Or

① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

SIDEWALK CLOSED — USE OTHER SIDE — R11-1102-2430

SIDEWALK CLOSED — R11-1101-2418

SIDEWALK CLOSED — USE OTHER SIDE — R11-1102-2430

## SIDEWALK CLOSURE

## GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND EVIRONMENT

ISSUED 1-1-97

| DATE | REVISIONS |
|---|---|
| 4-1-16 | Omitted orange safety fence |
| | from standard as this is |
| | covered in the std. spec. |
| 1-1-12 | Added SIDEWALK DIVERSION. |
| | Modified appearance of |
| | plan views. Renamed Std. |

# SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

**STANDARD 701801-06**

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
| | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

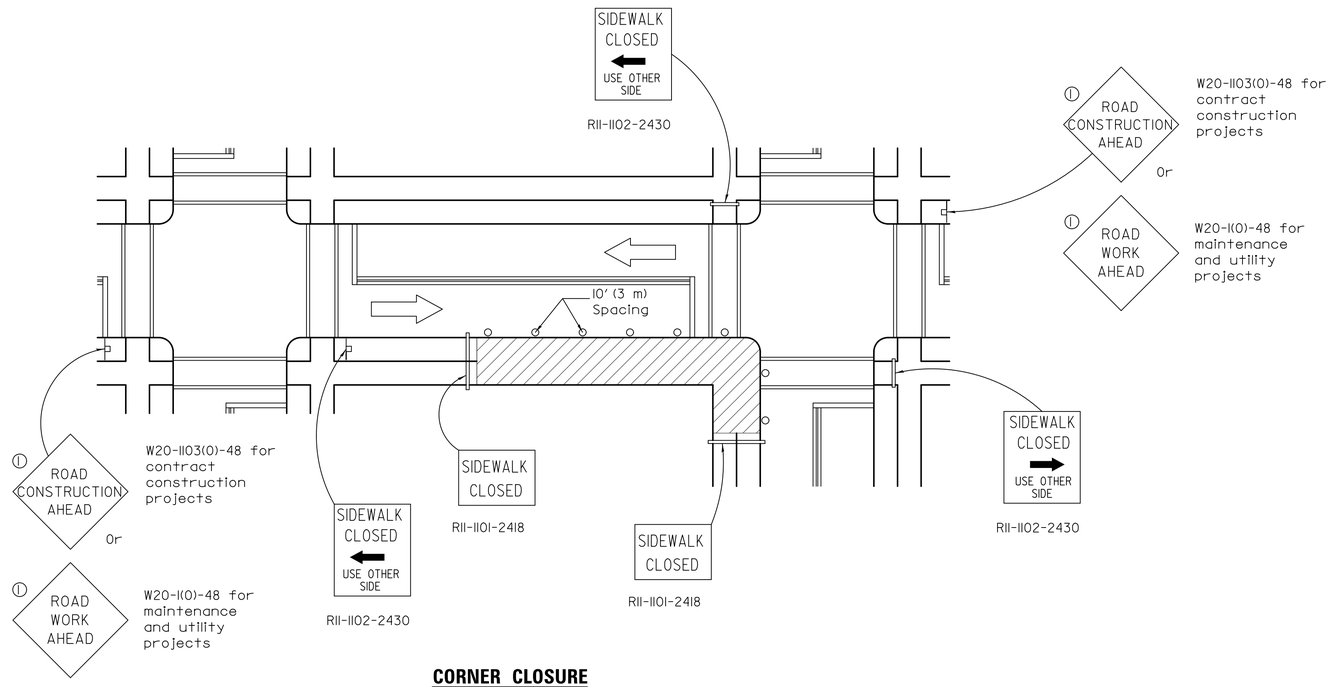
STANDARD DETAILS

IDOT STANDARD DETAILS

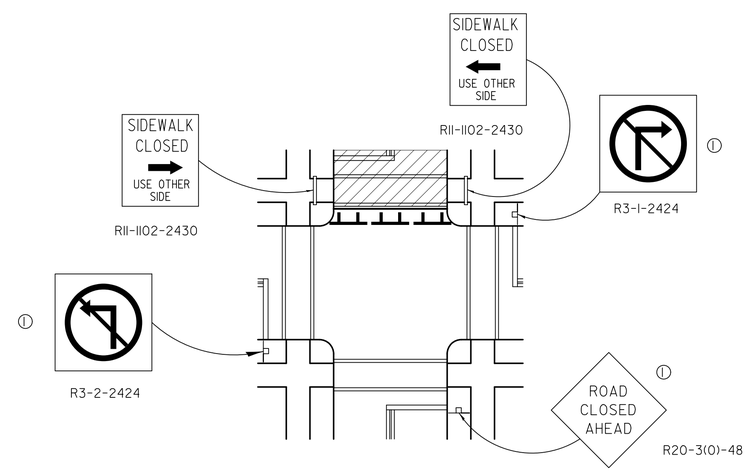
SCALE: N.T.S.

SHEET NO. 126

DATE: 01/12/18




**CORNER CLOSURE**




**CROSSWALK CLOSURE**

Illinois Department of Transportation

APPROVED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND EVIRONMENT

ISSUED 1-1-97

# SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

**STANDARD 701801-06**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

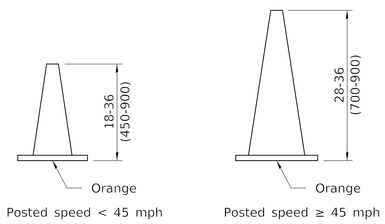
STANDARD DETAILS

IDOT STANDARD DETAILS

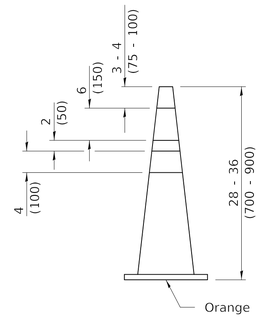
SCALE: N.T.S.

SHEET NO. 127

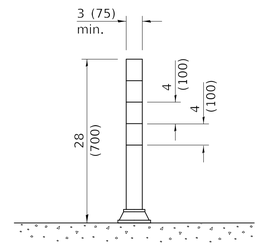
DATE:01/12/18



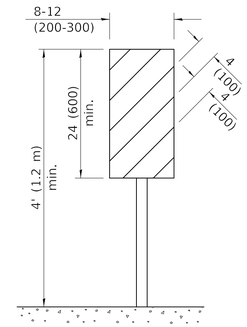

**CONE FOR DAYTIME**



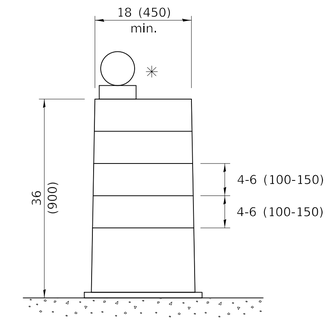

**REFLECTORIZED CONE FOR NIGHTTIME**



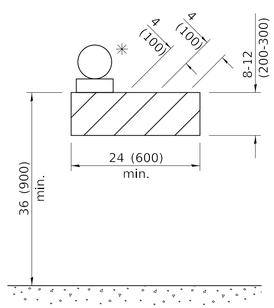

**TUBULAR MARKER**



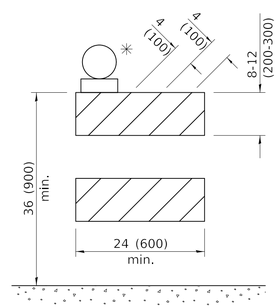

**VERTICAL PANEL**
POST MOUNTED



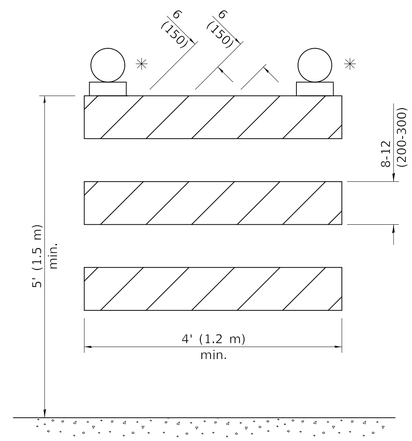

**DRUM**



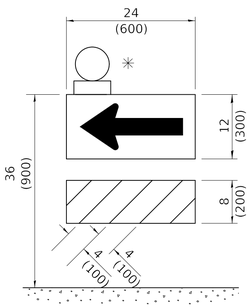

**TYPE I BARRICADE**



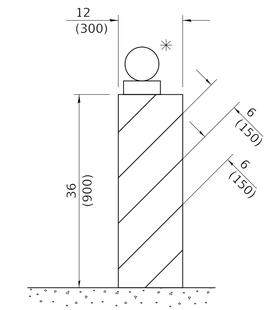

**TYPE II BARRICADE**



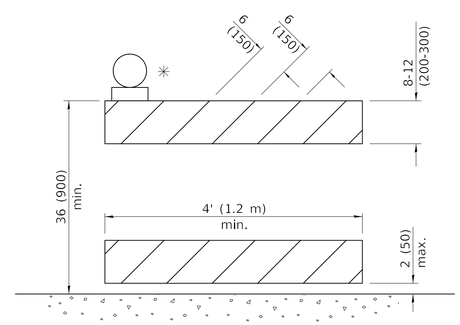

**TYPE III BARRICADE**




**DIRECTION INDICATOR BARRICADE**




**VERTICAL BARRICADE**




**DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE**

✳ Warning lights (if required)

## GENERAL NOTES

All heights shown shall be measured above the pavement surface.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2018
ENGINEER OF OPERATIONS

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

| DATE | REVISIONS |
|---|---|
| 1-1-18 | Revised END WORK ZONE |
| | SPEED LIMIT sign from |
| | orange to white background. |
| 1-1-17 | Changed FLEXIBLE DELINEATOR |
| | to TUBULAR MARKER. |

# TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

**STANDARD 701901-07**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

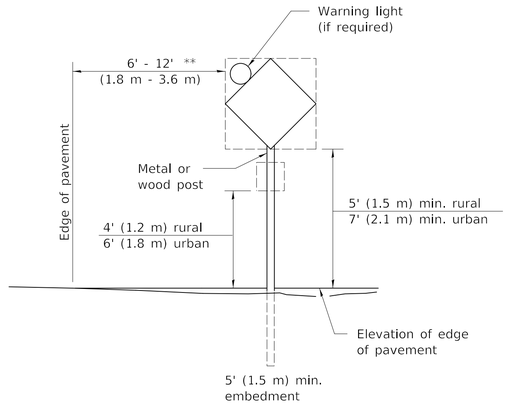
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

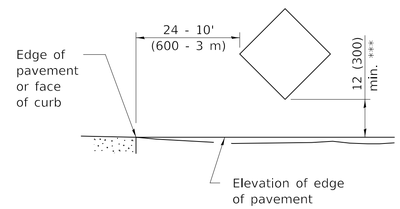
SHEET NO. 128

DATE: 01/12/18



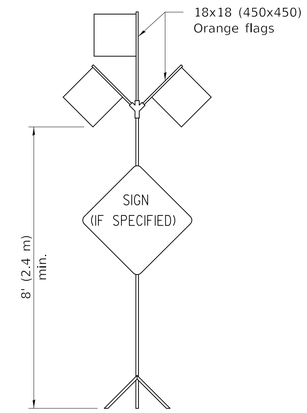

## POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.




## SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.




## HIGH LEVEL WARNING DEVICE

G20-I104(0)-6036 G20-I105(0)-6024

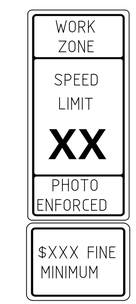
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

## WORK LIMIT SIGNING



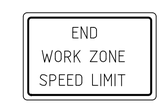

W21-III5(0)-3618

R2-1-3648

R10-I108p-3618 ****

R2-I106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.




G20-I103-6036

This sign shall be used when the above sign assembly is used.

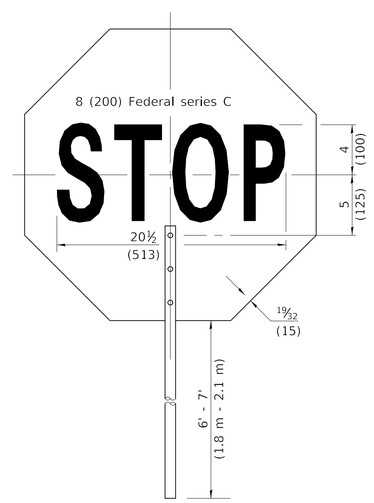
## HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-I108p shall only be used along roadways under the juristiction of the State.

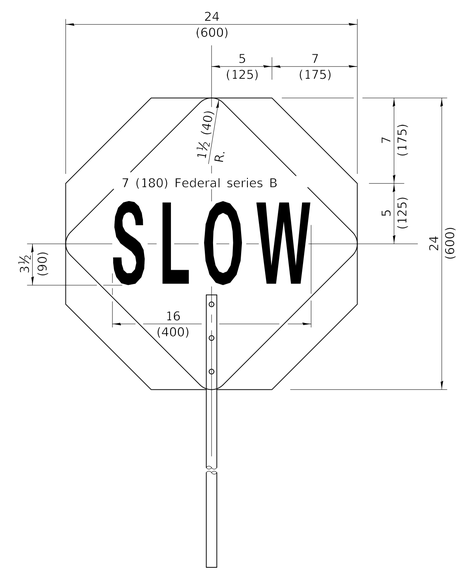
W12-I103-4848

## WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.




FRONT SIDE




REVERSE SIDE

## FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

APPROVED January 1, 2018
ENGINEER OF OPERATIONS

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

# TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

**STANDARD 701901–07**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

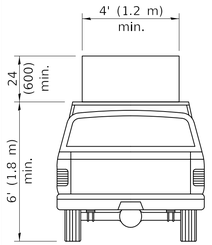
STANDARD DETAILS

IDOT STANDARD DETAILS

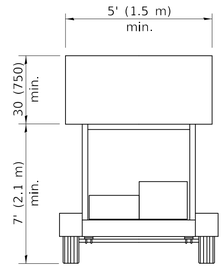
SCALE: N.T.S.

SHEET NO. 129

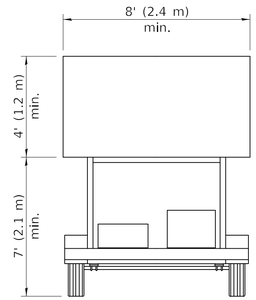
DATE:01/12/18




**TYPE A ROOF MOUNTED**

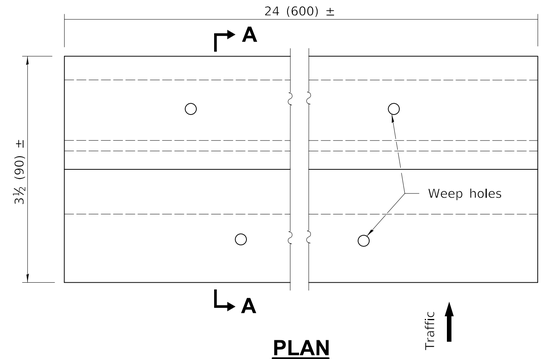



**TYPE B ROOF OR TRAILER MOUNTED**

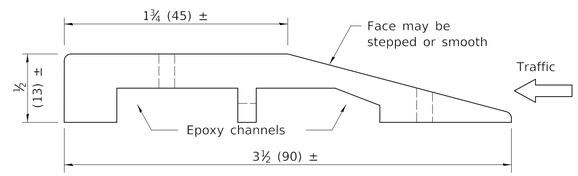



**TYPE C TRAILER MOUNTED**

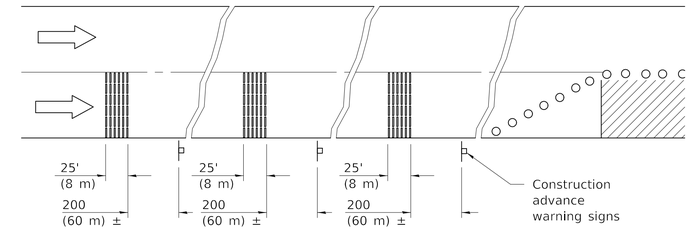
**ARROW BOARDS**

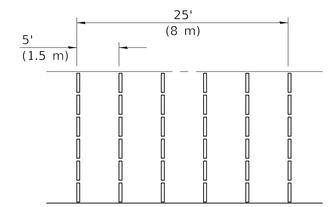



**PLAN**



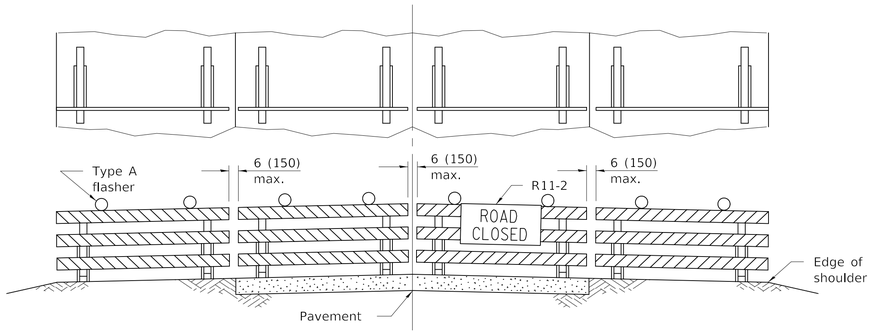

**SECTION A-A**



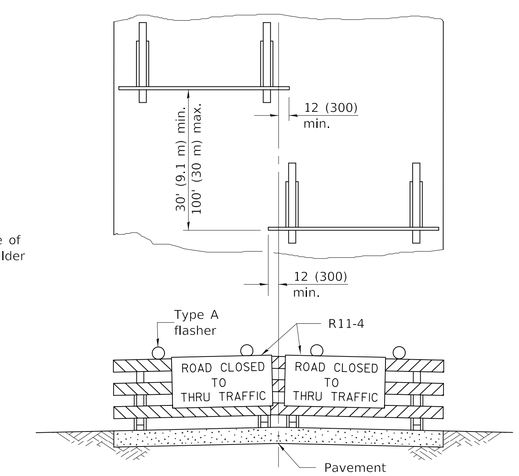

**TYPICAL INSTALLATION**

**TEMPORARY RUMBLE STRIPS**




ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.




ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

**TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD**

Illinois Department of Transportation

APPROVED January 1, 2018
ENGINEER OF OPERATIONS

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

# TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

**STANDARD 701901–07**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B–4–154

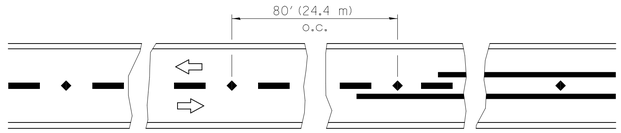
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

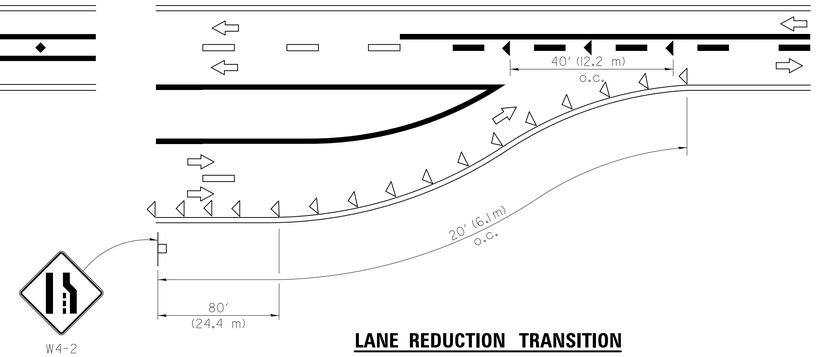
SHEET NO. 130

DATE: 01/12/18

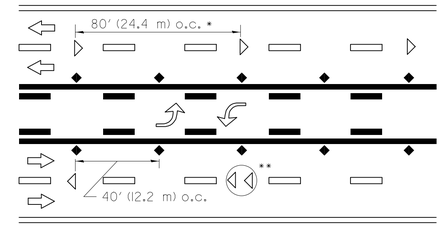



Reduce to 40' (12.2 m) o.c. on curves with posted or advisory speeds of 45 mph (70 km/h) or less.

## TWO-LANE /TWO-WAY

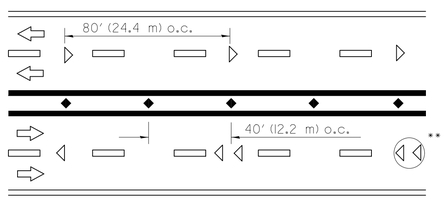



## LANE REDUCTION TRANSITION



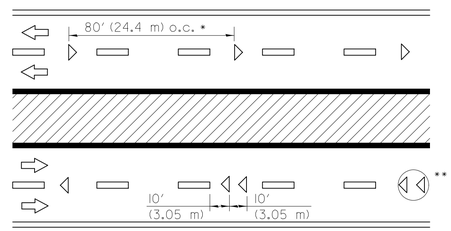

*,** See MULTILANE DIVIDED detail for lane marker notes.

## TWO-WAY LEFT TURN




*,** See MULTILANE DIVIDED detail for lane marker notes.

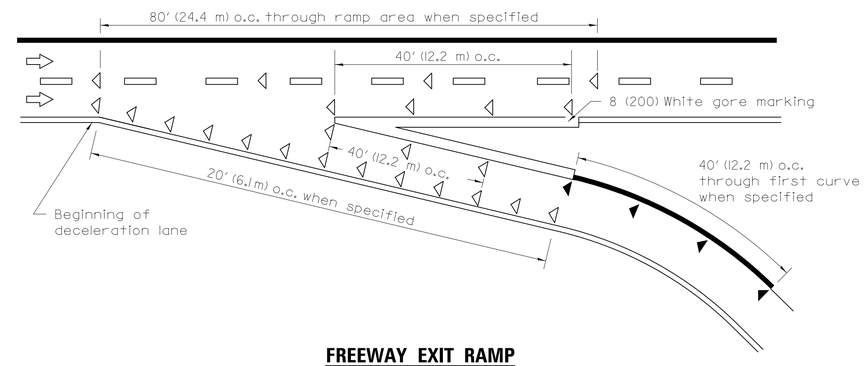
## MULTI-LANE UNDIVIDED



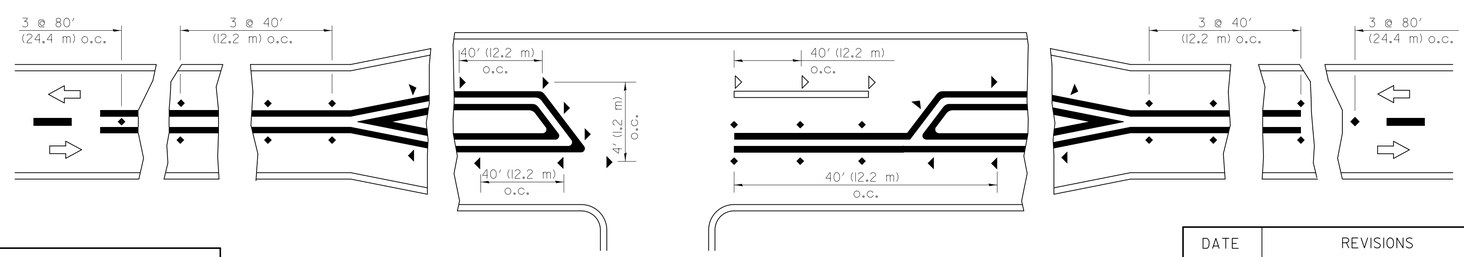

* Reduce to 40' (12.2 m) o.c. on curves where advisory speeds are 10 mph (15 km/h) lower than posted speeds.

** Where double lane line markers are specified, they shall be spaced as shown.

## MULTI-LANE DIVIDED




## FREEWAY EXIT RAMP




## RURAL LEFT TURN

## SYMBOLS

- Yellow stripe
- White stripe
- One-way amber marker
- One-way crystal marker
- Two-way amber marker

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED April 1, 2016
ENGINEER OF OPERATIONS

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

| DATE | REVISIONS |
|---|---|
| 4-1-16 | Revised LANE ENDS sign |
| | W4-2 to agree with current |
| | MUTCD. |
| 1-1-09 | Switched units to |
| | English (metric). |

# TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

**STANDARD 781001-04**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

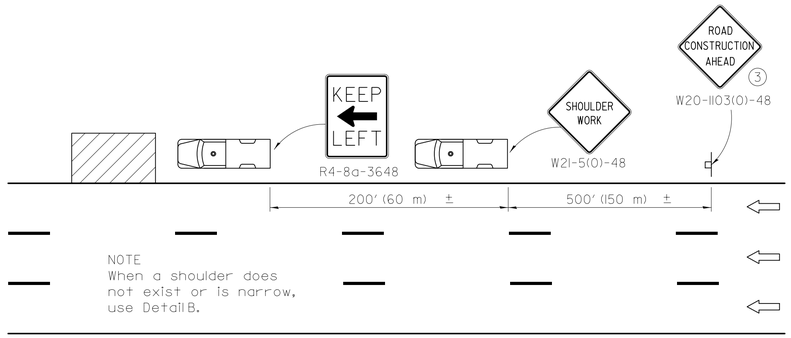
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

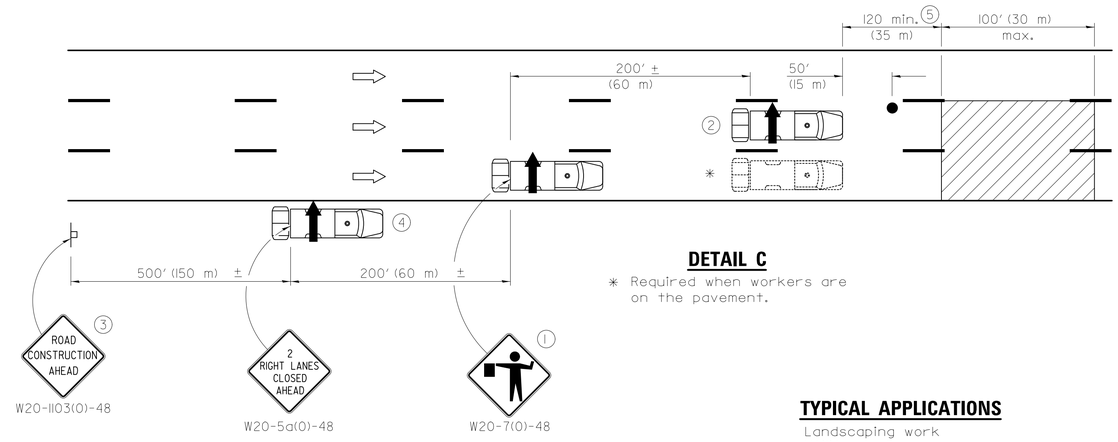
SHEET NO. 131

DATE: 01/12/18




NOTE
When a shoulder does not exist or is narrow, use Detail B.

## DETAIL A

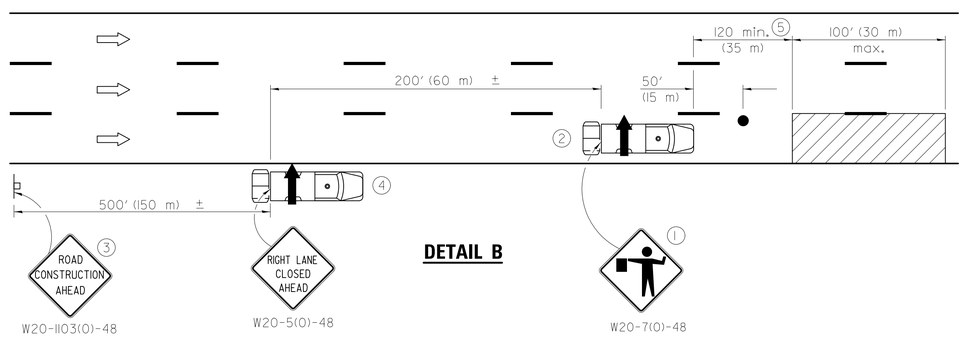



## DETAIL C

* Required when workers are on the pavement.

## TYPICAL APPLICATIONS

Landscaping work
Utility work
Pavement marking
Weed spraying
Roadometer measurements
Debris cleanup
Crack pouring




## DETAIL B

1. Flaggers are required when workers are on the pavement.
2. For striping operations only. See sign arrow detail on this standard.
3. For stationary operations which are on the roadway or shoulder, greater than 15 minutes and up to 1 hour.
4. Omit truck, attenuator and arrow board when no shoulder exists due to curb and gutter.
5. The distance between the work and the lead truck may vary according to terrain or paint/crack sealing time.

G20-1101-2430
(appropriate arrow)
2 (when striping only)

## GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require: 1) stationary operations up to 1 hour, or 2) a continuous or intermittent moving operation where the average speed of movement is greater than 1 mph (2 km/h).

This Standard is also applicable when work is being performed in the left lane(s) or on the median shoulder. Under these conditions, KEEP RIGHT signs shall be substituted for KEEP LEFT signs and arrow board indications shall be directed to the right.

All dimensions are in inches (millimeter) unless otherwise shown.

## SYMBOLS

- Arrow board
- Work area
- Truck with flashing amber light
- Truck/Trailer mounted attenuator
- Flagger with traffic control sign
- Sign

Illinois Department of Transportation

APPROVED January 1, 2017
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2017
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-11

| DATE | REVISIONS |
|---|---|
| 1-1-17 | Revised 'NOTE' on DETAIL A |
| | to use DETAIL B in lieu of |
| | DETAIL C. |
| 4-1-16 | Rev. gen. notes. Added |
| | note 5. Rev. dist. between |
| | work and lead truck. |

# LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH

**STANDARD 701427-05**

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
| | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

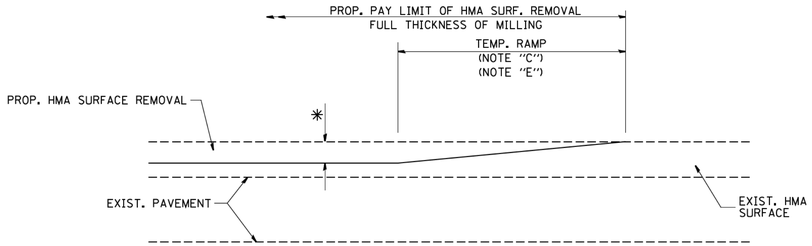
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO. 132

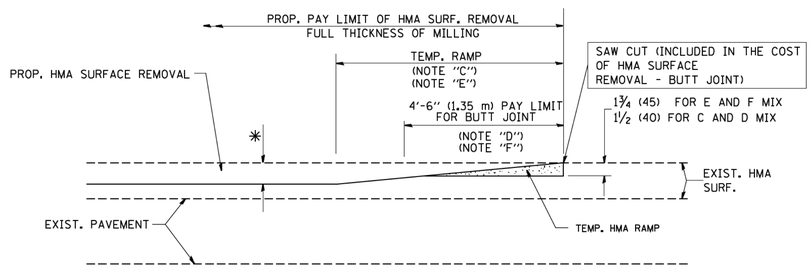
DATE: 01/12/18




MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

## OPTION 1

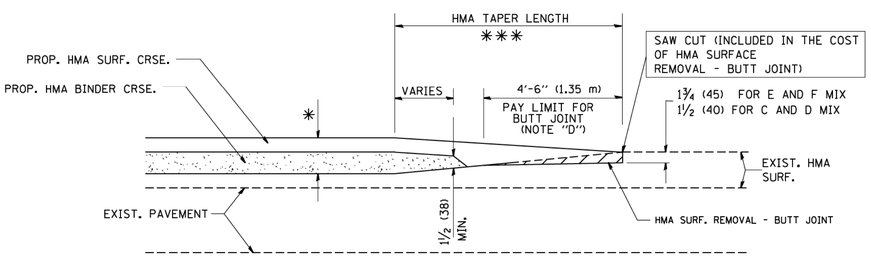



HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

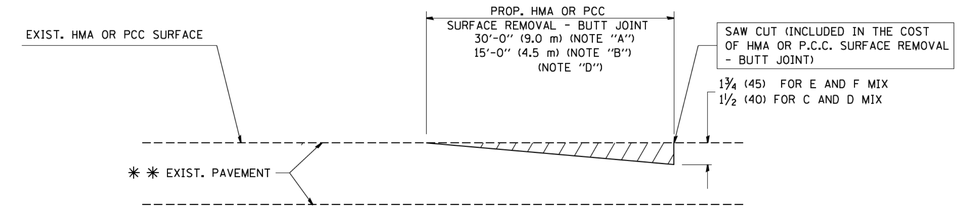
## OPTION 2

## TYPICAL TEMPORARY RAMP

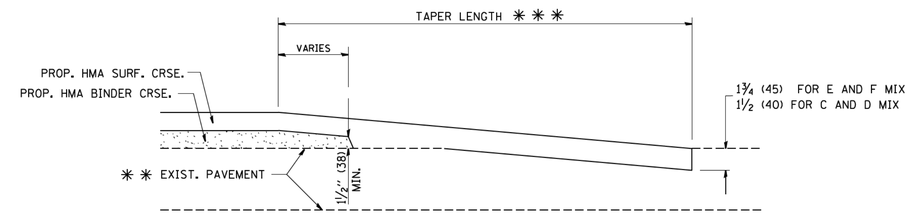



BUTT JOINT AND HMA TAPER

## TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING




BUTT JOINT DETAIL




HMA TAPER DETAIL

## TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

✳✳ PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

✳ SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

✳✳✳ 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = W:\diststd\22x34\bd32.dgn | USER NAME = gaglianobt | DESIGNED - M. DE YONG | REVISED - R. SHAH 10-25-94 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | BUTT JOINT AND HMA TAPER DETAILS | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - | REVISED - A. ABBAS 03-21-97 | | | | | | | | | |
| | PLOT SCALE = 50.0000 ' / IN. | CHECKED - | REVISED - M. GOMEZ 04-06-01 | | | | | | BD400-05 BD32 | CONTRACT NO. | | |
| | PLOT DATE = 1/4/2008 | DATE - 06-13-90 | REVISED - R. BORO 01-01-07 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | | FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | |

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

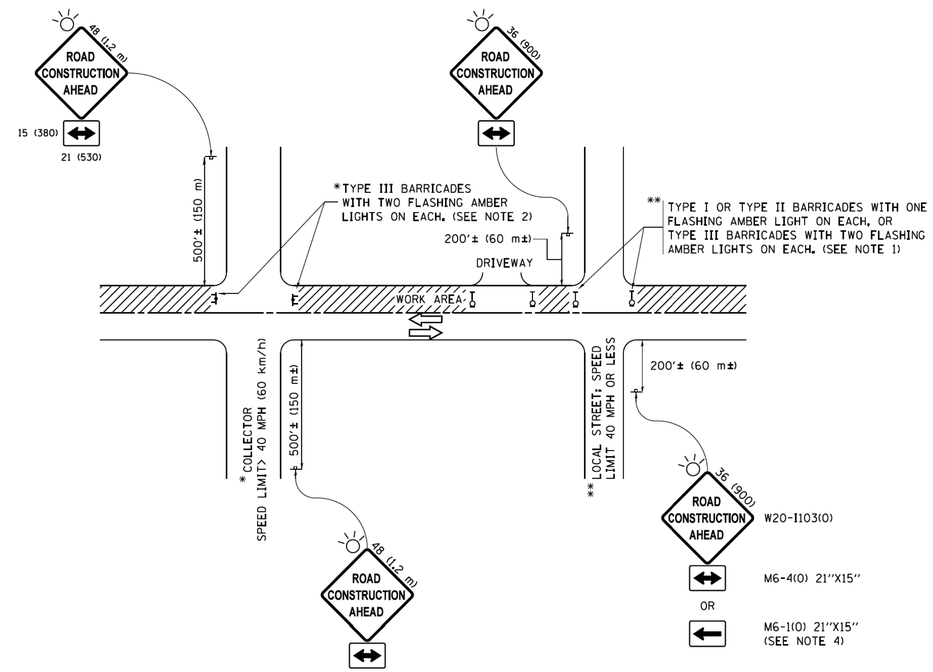
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO. 133

DATE: 01/12/18




## NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES. 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES. 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.

6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.

7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in inches (millimeters) unless otherwise shown.

| | | | | | |
|---|---|---|---|---|---|
| FILE NAME = | USER NAME = footemj | DESIGNED - L.H.A. | REVISED - A. HOUSEH 10-15-96 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS |
| pw:\\IL084EBIDNTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\ | | DRAWN \CADData\CADsheets\tc10.dgn | REVISED -T. RAMMACHER 01-06-00 | | |
| | PLOT SCALE = 50.000 ' / in. | CHECKED - | REVISED - A. SCHUETZE 07-01-13 | | |
| Default | PLOT DATE = 9/15/2016 | DATE - 06-89 | REVISED - A. SCHUETZE 09-15-16 | | SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA. |

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| | | | | |
| | TC-10 | CONTRACT NO. | | |
| | ILLINOIS | FED. AID PROJECT | | |

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| | | | | | |
|---|---|---|---|---|---|
| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS NO. BY DATE DESCRIPTION | CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154 | IDOT STANDARD DETAILS | SHEET NO. 134 |
| | | | STANDARD DETAILS | SCALE: N.T.S. | DATE: 01/12/18 |

## TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

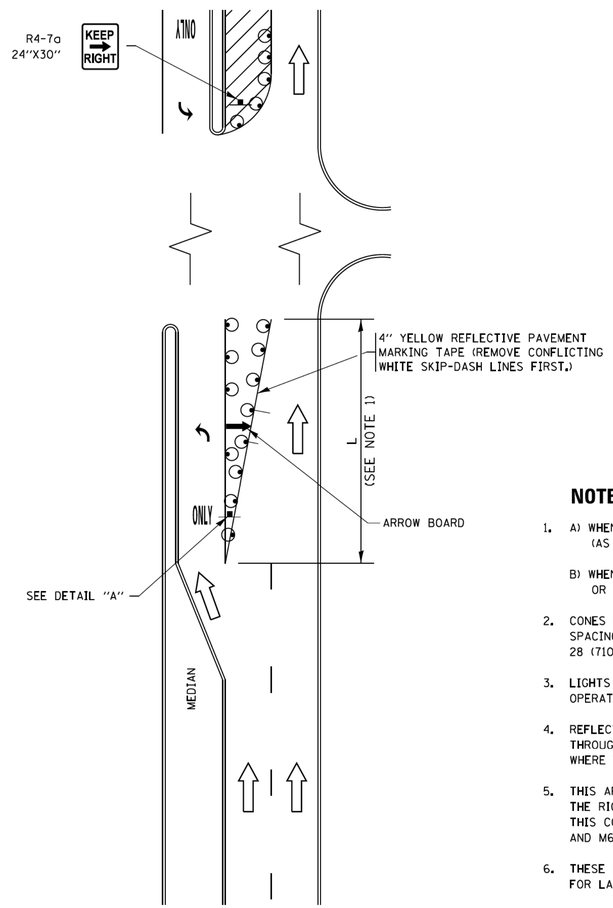



**FIGURE 1**

## LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

## NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

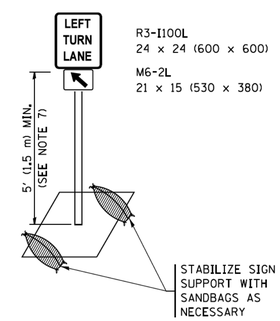
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.




**DETAIL A**

## TURN BAY ENTRANCE WITHIN A LANE CLOSURE

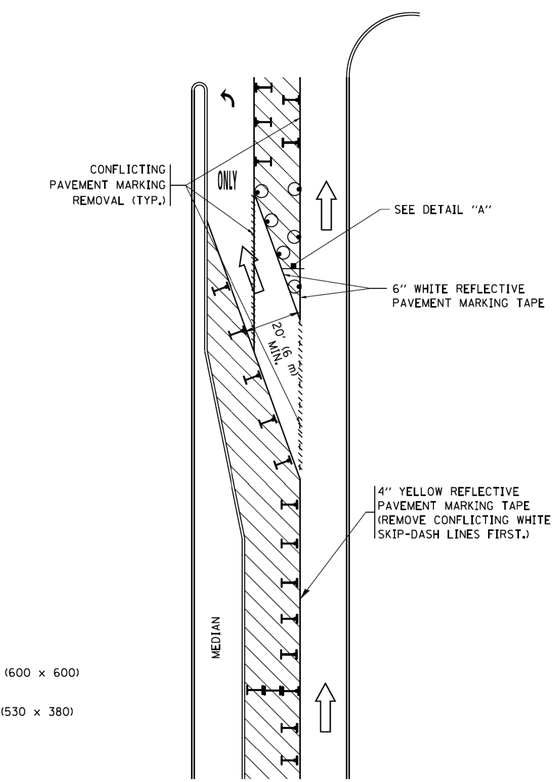



**FIGURE 2**

All dimensions are in inches (millimeters) unless otherwise shown.

| | | | | |
|---|---|---|---|---|
| FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Distr | USER NAME = footemj | REVISED -T. RAMMACHER 09-08-94 | REVISED - R. BORO 09-14-09 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | | REVISED -T. RAMMACHER 11-07-95 | REVISED - A. SCHUETZE 07-01-13 | |
| | PLOT SCALE = 50.0000 ' / in. | REVISED - A. HOUSEH 10-12-96 | REVISED - A. SCHUETZE 09-15-16 | |
| Default | PLOT DATE = 9/15/2016 | REVISED -T. RAMMACHER 01-06-00 | REVISED - | |

**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)**

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| | | | | |
| | TC-14 | CONTRACT NO. | | |
| | ILLINOIS | FED. AID PROJECT | | |

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CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154

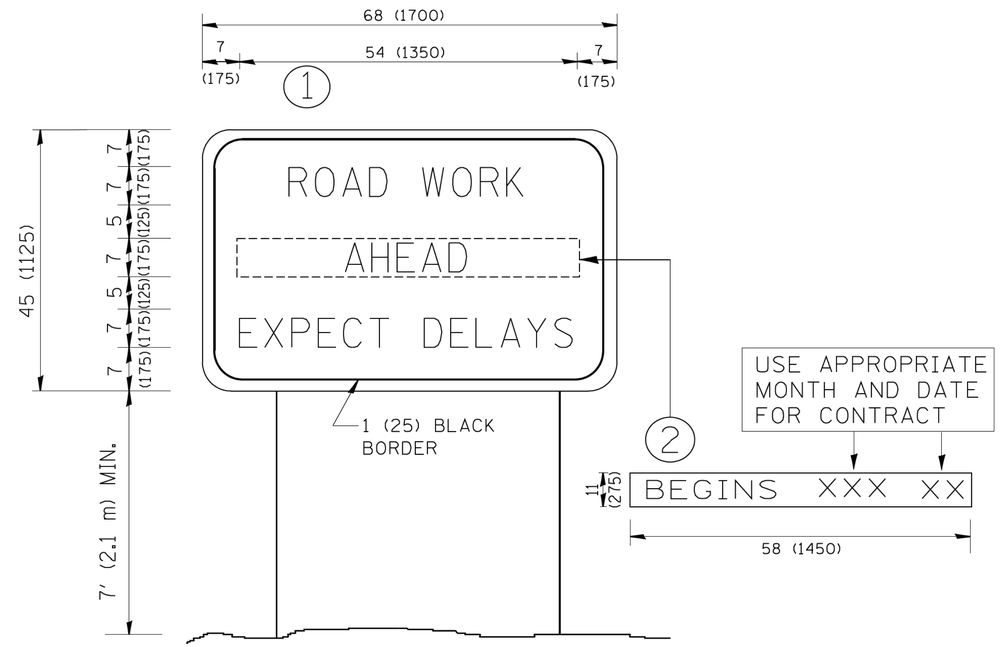
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO. 135

DATE: 01/12/18




## NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN 1 WITH INSTALLED PANEL 2 ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL 2 SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = W:\diststd\22x34\tc22.dgn | USER NAME = gegliaobt | DESIGNED - | REVISED - R. MIRS 09-15-97 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ARTERIAL ROAD INFORMATION SIGN | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - | REVISED - R. MIRS 12-11-97 | | | | | | | |
| | PLOT SCALE = 50.000 ' / IN. | CHECKED - | REVISED - T. RAMMACHER 02-02-99 | | | | TC-22 | CONTRACT NO. | | |
| | PLOT DATE = 1/4/2008 | DATE - | REVISED - C. JUCIUS 01-31-07 | | SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA. | FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

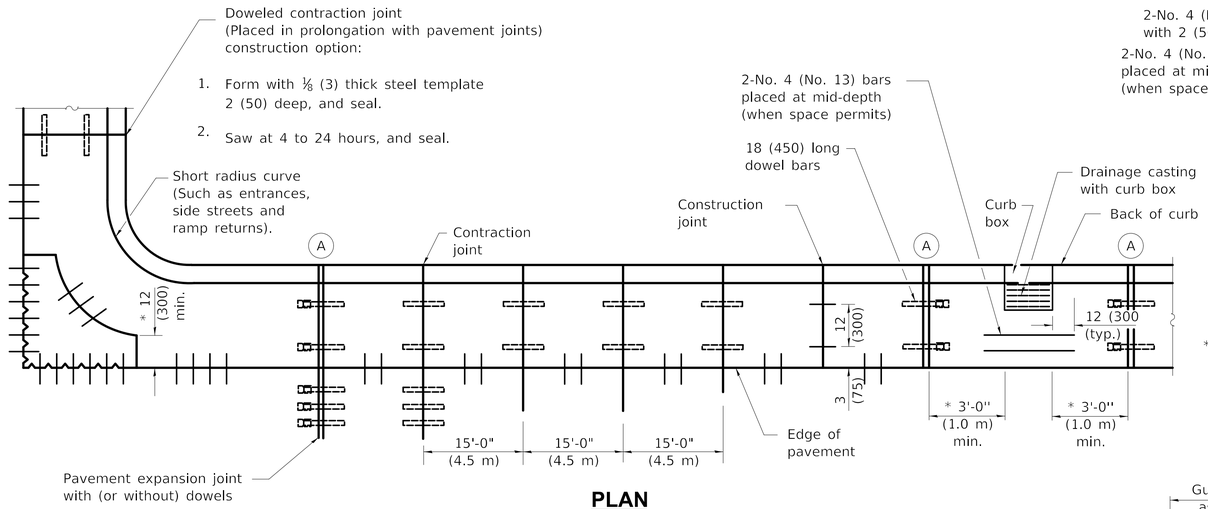
STANDARD DETAILS

IDOT STANDARD DETAILS

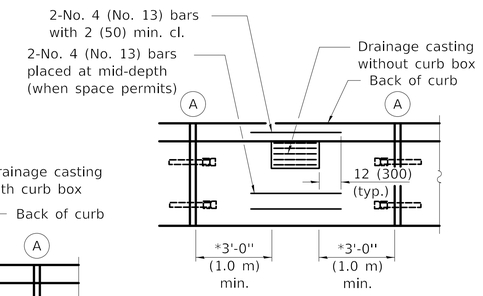
SCALE: N.T.S.

SHEET NO. 136

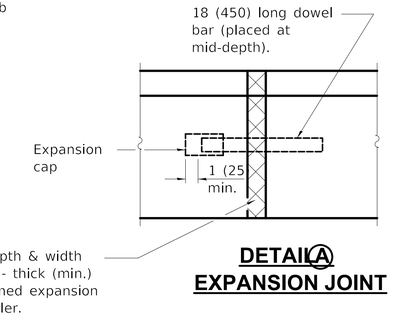
DATE: 01/12/18



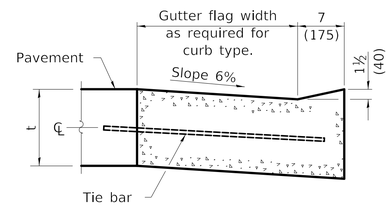

## PLAN
## ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



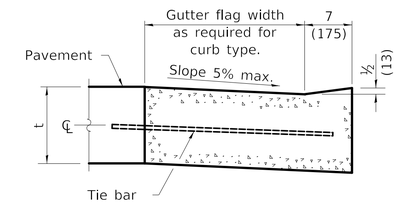

* This dimension shall be adjusted to align with joint on the adjacent pavement



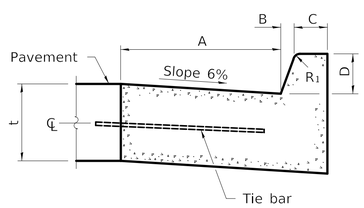

## DETAIL A
## EXPANSION JOINT



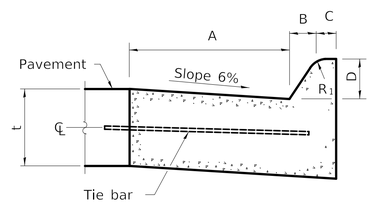

## DEPRESSED CURB (TYPICAL)




## DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED




## BARRIER CURB

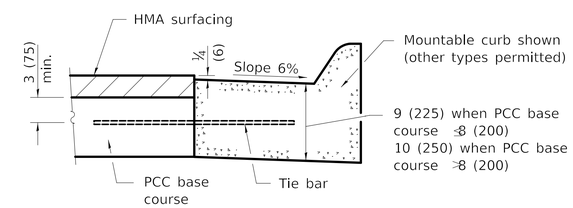



## MOUNTABLE CURB

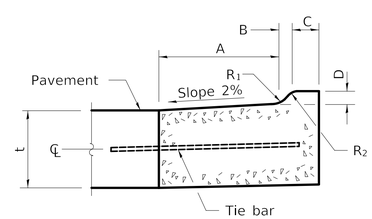
| TABLE OF DIMENSIONS BARRIER CURB | | | | | |
|---|---|---|---|---|---|
| TYPE | A | B | C | D | $R_1$ |
| B-6.06 * (B-15.15) | 6 (150) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| B-6.12 (B-15.3) | 12 (300) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| B-6.18 (B-15.45) | 18 (450) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| B-6.24 (B-15.60) | 24 (600) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| B-9.12 (B-22.30) | 12 (300) | 2 (50) | 5 (125) | 9 (225) | 1 (25) |
| B-9.18 (B-22.45) | 18 (450) | 2 (50) | 5 (125) | 9 (225) | 1 (25) |
| B-9.24 (B-22.60) | 24 (600) | 2 (50) | 5 (125) | 9 (225) | 1 (25) |

* For corner islands only.

| TABLE OF DIMENSIONS MOUNTABLE CURB | | | | | | |
|---|---|---|---|---|---|---|
| TYPE | A | B | C | D | $R_1$ | $R_2$ |
| M-2.06 (M-5.15) | 6 (150) | 2 (50) | 4 (100) | 2 (50) | 3 (75) | 2 (50) |
| M-2.12 (M-5.30) | 12 (300) | 2 (50) | 4 (100) | 2 (50) | 3 (75) | 2 (50) |
| M-4.06 (M-10.15) | 6 (150) | 4 (100) | 3 (75) | 4 (100) | 3 (75) | NA |
| M-4.12 (M-10.30) | 12 (300) | 4 (100) | 3 (75) | 4 (100) | 3 (75) | NA |
| M-4.18 (M-10.45) | 18 (450) | 4 (100) | 3 (75) | 4 (100) | 3 (75) | NA |
| M-4.24 (M-10.60) | 24 (600) | 4 (100) | 3 (75) | 4 (100) | 3 (75) | NA |
| M-6.06 (M-15.15) | 6 (150) | 6 (150) | 2 (50) | 6 (150) | 2 (50) | NA |
| M-6.12 (M-15.30) | 12 (300) | 6 (150) | 2 (50) | 6 (150) | 2 (50) | NA |
| M-6.18 (M-15.45) | 18 (450) | 6 (150) | 2 (50) | 6 (150) | 2 (50) | NA |
| M-6.24 (M-15.60) | 24 (600) | 6 (150) | 2 (50) | 6 (150) | 2 (50) | NA |




## ADJACENT TO PCC BASE COURSE WITH HMA SURFACING




## M-2.06 (M-5.15) and M-2.12 (M-5.30)

## GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

All dimensions are in inches (millimeters) unless otherwise shown.

# CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

**STANDARD 606001–07**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

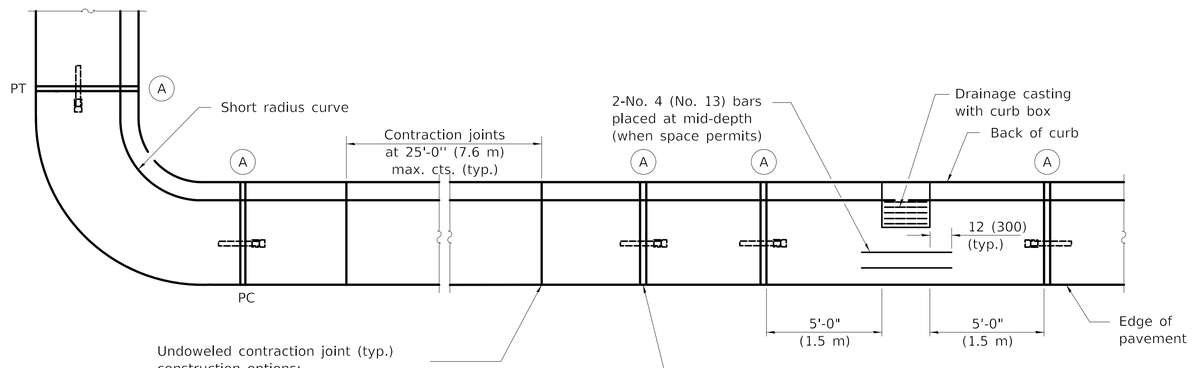
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

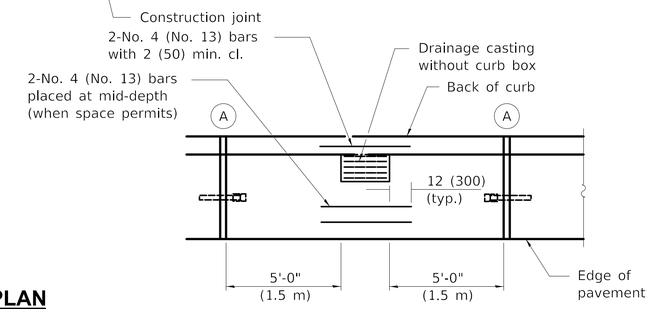
SHEET NO. 137

DATE: 01/12/18

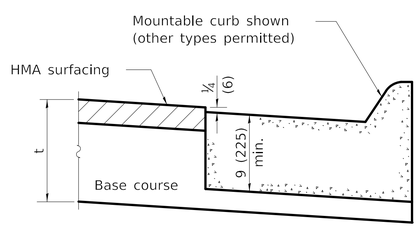



Undoweled contraction joint (typ.) construction options:

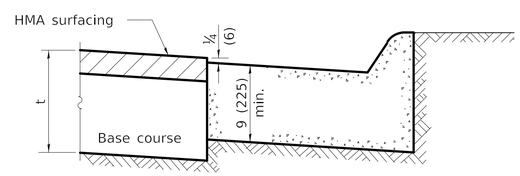
1. Form with ⅛ (3) thick steel template 2 (50) deep, and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert ¾ (20) thick preformed joint filler full depth and width.




**PLAN**

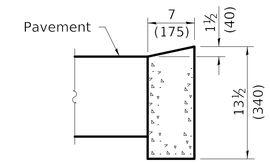



**ON DISTURBED SUBGRADE**

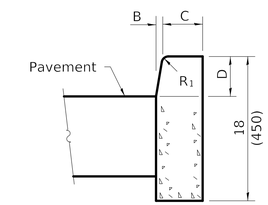



**ON UNDISTURBED SUBGRADE**

**ADJACENT TO FLEXIBLE PAVEMENT**

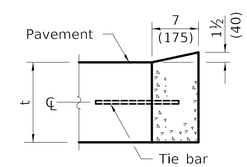



**DEPRESSED CURB**

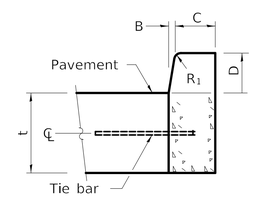



**BARRIER CURB**

**ADJACENT TO FLEXIBLE PAVEMENT**




**DEPRESSED CURB**




**BARRIER CURB**

**ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE**

**CONCRETE CURB TYPE B**

# CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

**STANDARD 606001–07**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

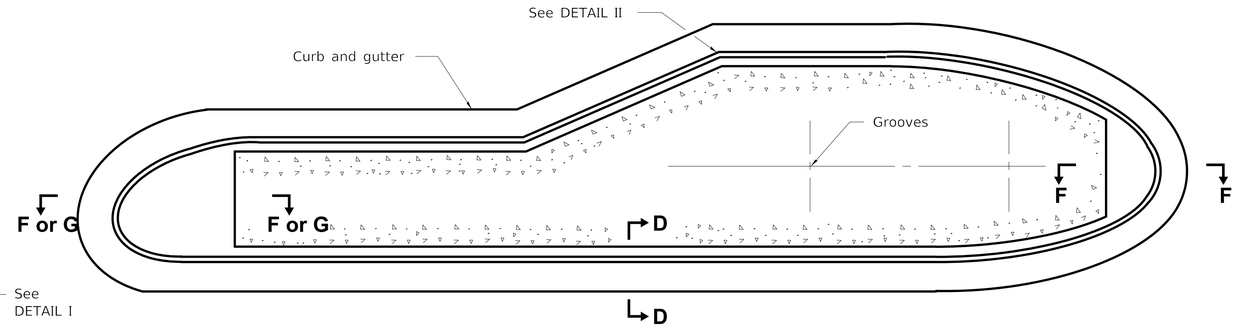
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

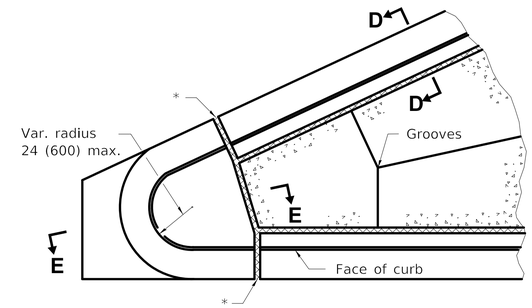
SHEET NO. 138

DATE: 01/12/18

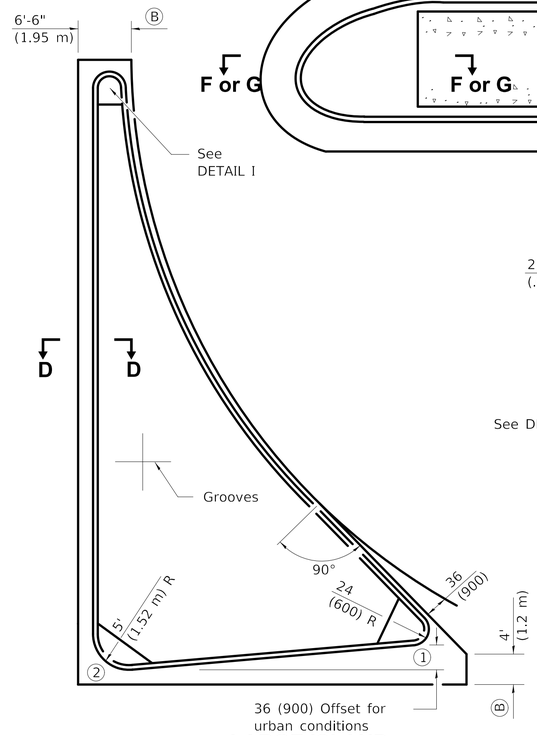



## TYPICAL PLAN OF MEDIAN ISLAND

(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)

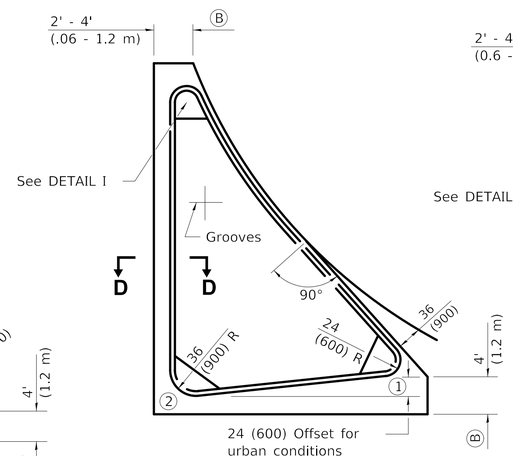



## DETAIL I



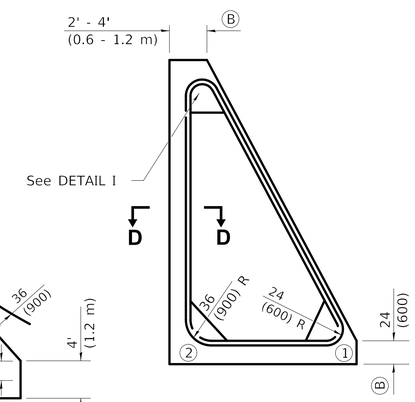

## LARGE ISLAND

(FREE FLOW DESIGN)




## INTERMEDIATE ISLAND

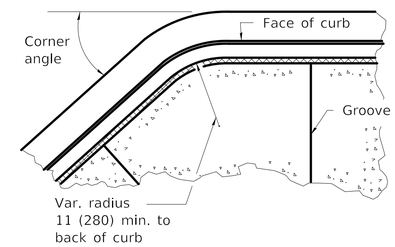
(FOR RIGHT TURN LANE DESIGN)




## SMALL ISLAND

## TYPICAL PLANS OF CORNER ISLANDS

(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)




## DETAIL II

Typical detail when corner angle is less than 90° and for other corners with radius greater than 24 (600).

NOTE:
The blockouts (B) for the islands shall be extended so that the termination will line up with proposed or existing pavement joint.

Noses (1) and (2) shall be ramped unless noted otherwise on the plans. (See sheet 2 for length)

## GENERAL NOTES

PEJF = Preformed expansion joint filler.

Median layout and radii shall be as shown on the plans.

Keyed longitudinal construction joints shall be constructed without tie bars.

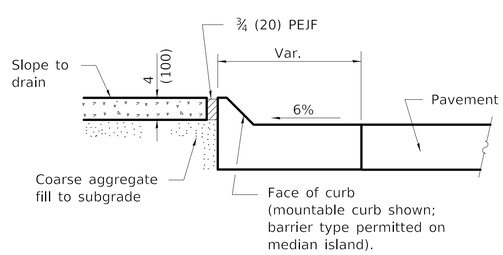
See Standard 420001 and 606001 for details not shown.

* ¾ (20) PEJF conforming to the full cross section of the curb, gutter and median surface.

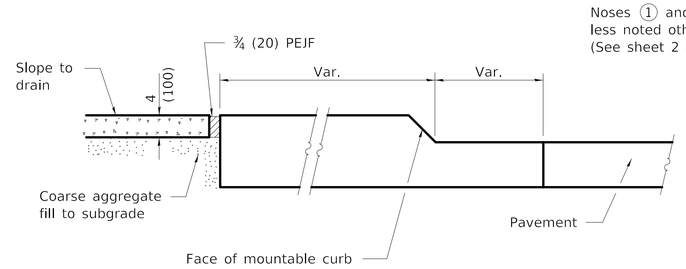
X = PCC base course plus HMA thickness.

t = Pavement or pcc base course thickness.

All dimensions are in inches (millimeters) unless otherwise shown.




## SECTION D-D




## SECTION E-E

# PCC CONCRETE ISLANDS AND MEDIANS

(Sheet 1 of 2)

**STANDARD 606301–04**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

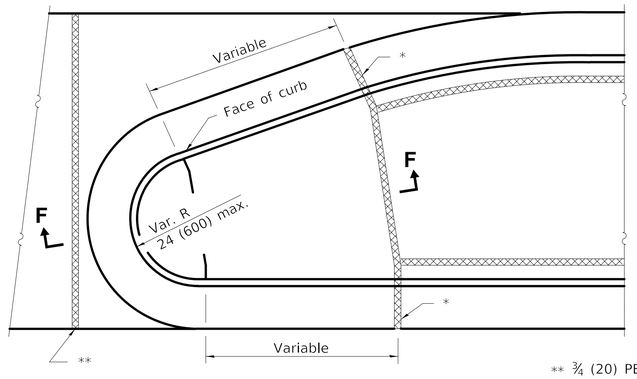
STANDARD DETAILS

IDOT STANDARD DETAILS

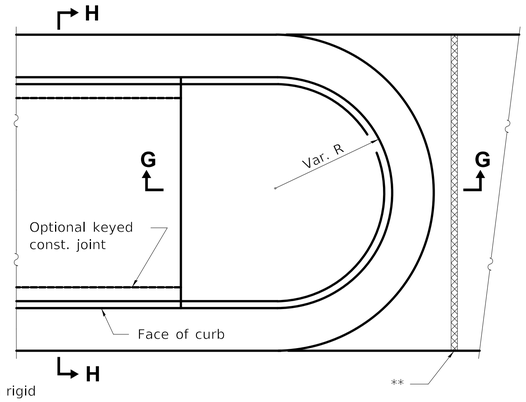
SCALE: N.T.S.

SHEET NO. 139

DATE: 01/12/18




## TYPE P MEDIAN SURFACE




** ¾ (20) PEJF between rigid pavement and median end. Align with joint in adjacent pavement.

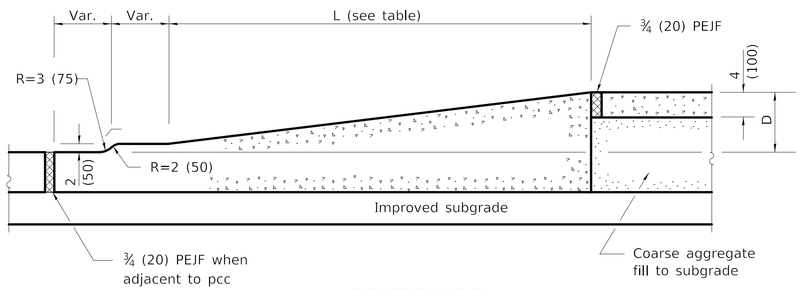
## SOLID MEDIAN

## PLAN

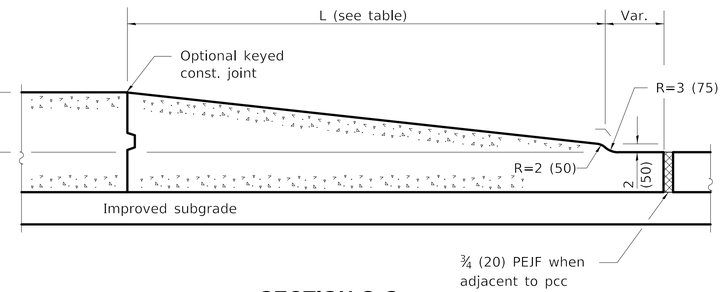
(RAMPED NOSES)

| TABLE OF DIMENSIONS | | | | | |
|---|---|---|---|---|---|
| TYPE SB MEDIANS | | | | | |
| TYPE | A | B | C | D | $R_1$ |
| SB-6.06 (SB-15.15) | 6 (150) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| SB-6.12 (SB-15.30 | 12 (300) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| SB-6.18 (SB-15.45) | 18 (450) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| SB-6.24 (SB-15.60) | 24 (600) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| SB-9.06 (SB-22.15) | 6 (150) | 2 (50) | 5 (125) | 9 (225) | 1 (25) |
| SB-9.12 (SB-22.30) | 12 (300) | 2 (50) | 5 (125) | 9 (225) | 1 (25) |
| SB-9.18 (SB-22.45) | 18 (450) | 2 (50) | 5 (125) | 9 (225) | 1 (25) |
| SB-9.24 (SB-22.60) | 24 (600) | 2 (50) | 5 (125) | 9 (225) | 1 (25) |

| TABLE OF DIMENSIONS | | | | | |
|---|---|---|---|---|---|
| TYPE M AND SM MEDIANS | | | | | |
| TYPE | A | B | C | D | $R_1$ |
| M-2.06 (M-5.15) | 6 (150) | 2 (50) | 4 (100) | 2 (50) | 2 (50) |
| M-2.12 (M-5.30) | 12 (300) | 2 (50) | 4 (100) | 2 (50) | 2 (50) |
| SM-4.06 (SM-10.15) | 6 (150) | 4 (100) | 3 (75) | 4 (100) | 3 (75) |
| SM-4.12 (SM-10.30) | 12 (300) | 4 (100) | 3 (75) | 4 (100) | 3 (75) |
| SM-4.18 (SM-10.45) | 18 (450) | 4 (100) | 3 (75) | 4 (100) | 3 (75) |
| SM-4.24 (SM-10.60) | 24 (600) | 4 (100) | 3 (75) | 4 (100) | 3 (75) |
| SM-6.06 (SM-15.15) | 6 (150) | 6 (150) | 2 (50) | 6 (150) | 2 (50) |
| SM-6.12 (SM-15.30) | 12 (300) | 6 (150) | 2 (50) | 6 (150) | 2 (50) |
| SM-6.18 (SM-15.45) | 18 (450) | 6 (150) | 2 (50) | 6 (150) | 2 (50) |
| SM-6.24 (SM-15.60) | 24 (600) | 6 (150) | 2 (50) | 6 (150) | 2 (50) |

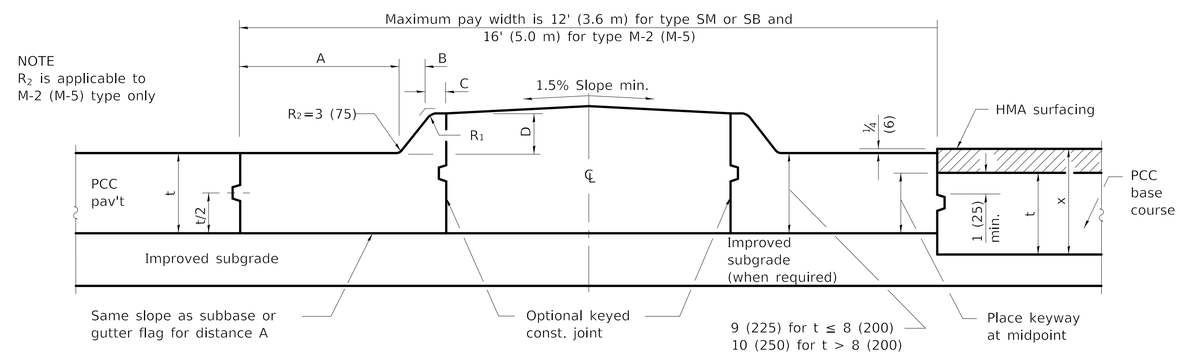



## SECTION F-F




## SECTION G-G

| TABLE OF RAMPED NOSE LENGTHS | |
|---|---|
| TYPE OF NOSE | L |
| Median | 6' (1.8 m) |
| Small Island | 24 (600) |
| Intermediate Island | 4' (1.2 m) |
| Large Island | 6' (1.8 m) |

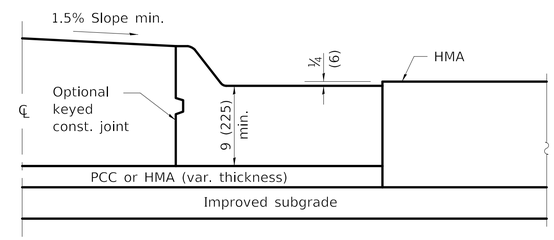



## HALF SECTION FOR PCC PAVEMENT

## HALF SECTION FOR PCC BASE COURSE

## SECTION H-H

(TYPE SM, SB & M-5 (M-2) MEDIANS)




## HALF SECTION FOR FLEXIBLE PAVEMENT

# PCC CONCRETE ISLANDS AND MEDIANS

(Sheet 2 of 2)

**STANDARD 606301–04**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
|---|---|---|---|
| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

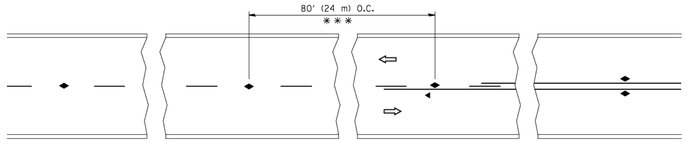
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

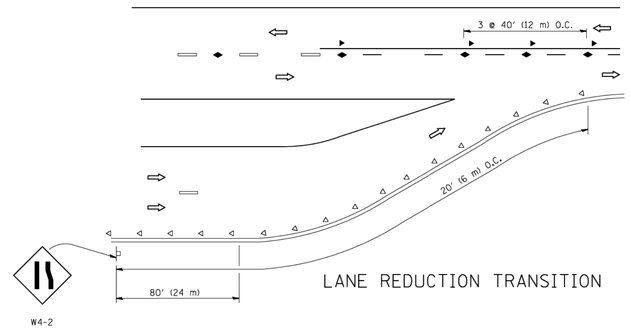
SHEET NO. 140

DATE: 01/12/18

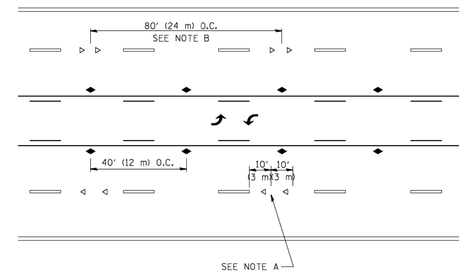



* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

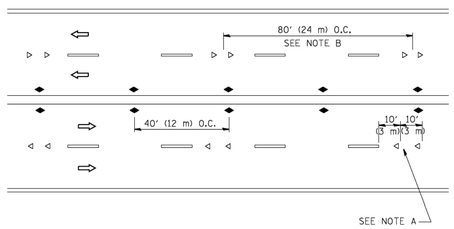
TWO-LANE/TWO-WAY



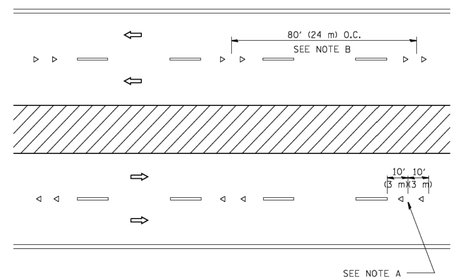

LANE REDUCTION TRANSITION




TWO-WAY LEFT TURN




MULTI-LANE/UNDIVIDED




MULTI-LANE/DIVIDED

## GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

## SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

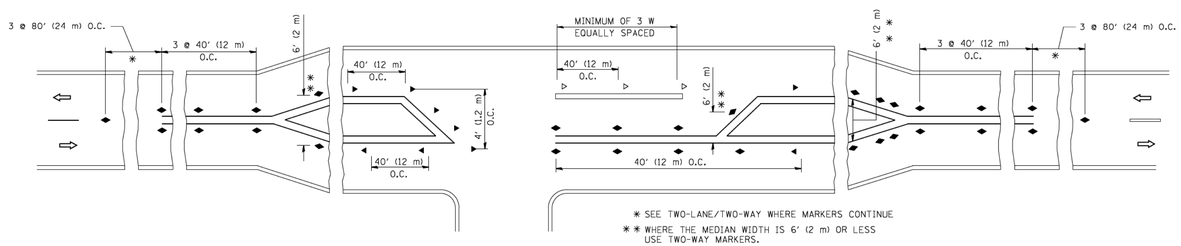
## LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

## DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.




* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

* * WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

All dimensions are in inches (millimeters) unless otherwise shown.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = c:\pw_work\pwidot\leysa\d0108315\tcl1.dgn | USER NAME = leysa | DESIGNED - | REVISED - T. RAMMACHER 09-19-94 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS / SHEET NO. |
| | | DRAWN - | REVISED - T. RAMMACHER 03-12-99 | | | | | | |
| | PLOT SCALE = 50.000 ' / IN. | CHECKED - | REVISED - T. RAMMACHER 01-06-00 | | | | TC-11 | CONTRACT NO. | |
| | PLOT DATE = 3/2/2011 | DATE - | REVISED - C. JUCIUS 09-09-09 | | SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. TO STA. | FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | |

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | BY | DATE | DESCRIPTION |
|---|---|---|---|
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

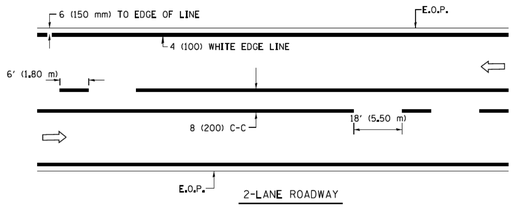
STANDARD DETAILS

IDOT STANDARD DETAILS

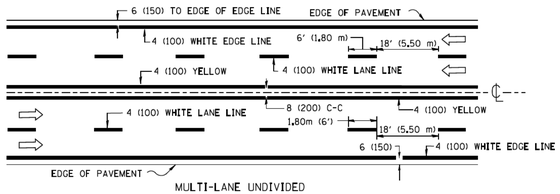
SCALE: N.T.S.

SHEET NO. 141

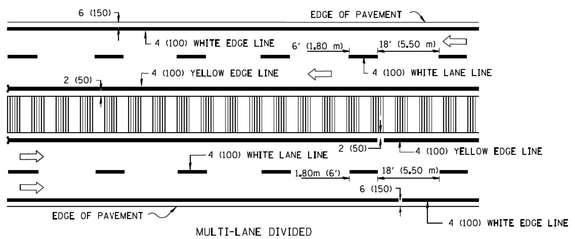
DATE: 01/12/18




2-LANE ROADWAY



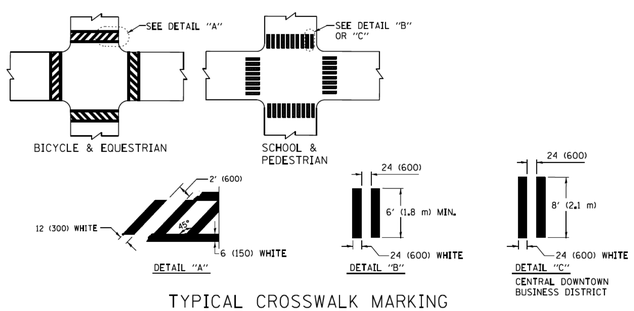

MULTI-LANE UNDIVIDED



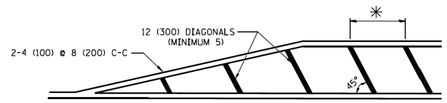

MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

## TYPICAL LANE AND EDGE LINE MARKING



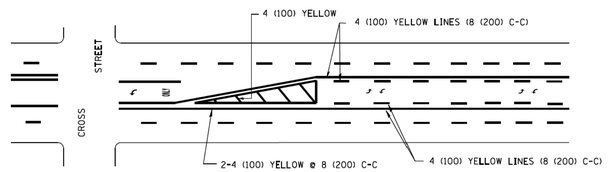

## TYPICAL CROSSWALK MARKING



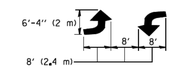

* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

* DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

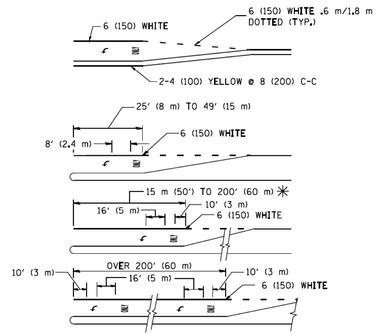



A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.




MEDIAN WITH TWO-WAY LEFT TURN LANE

## TYPICAL PAINTED MEDIAN MARKING

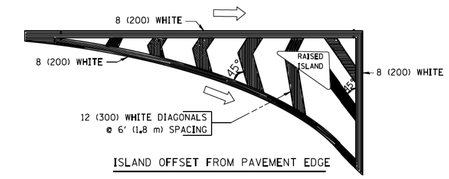



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

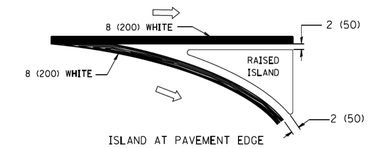
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

## TYPICAL TURN LANE MARKING




ISLAND OFFSET FROM PAVEMENT EDGE




ISLAND AT PAVEMENT EDGE

## TYPICAL ISLAND MARKING

| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|---|---|---|---|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 6' (1.80 m) LINE WITH 18' (5.50 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW | 8 (200) C-C |
| NO PASSING ZONE LINES:<br>FOR ONE DIRECTION<br>FOR BOTH DIRECTIONS | 4 (100)<br>2 @ 4 (100) | SOLID<br>SOLID | YELLOW<br>YELLOW<br><br>8 (200) C-C | |
| LANE LINES | 4 (100)<br>5 (125) ON FREEWAYS | SKIP-DASH<br>SKIP-DASH | WHITE<br>WHITE | 6' (1.80 m) LINE WITH 18' (5.50 m) SPACE |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 2' (600) LINE WITH 6' (1.8) SPACE |
| EDGE LINES | 4 (100) | SOLID | YELLOW-LEFT<br>WHITE-RIGHT | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION<br><br>8' (2.4 m) LEFT ARROW | SKIP-DASH AND SOLID<br><br>IN PAIRS | YELLOW<br><br>WHITE | 6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE<br><br>SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES<br>A. DIAGONALS (BIKE & EQUESTRIAN)<br>B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN) | 12 (300) @ 45°<br>24 (600) @ 90° | SOLID<br>SOLID | WHITE<br>WHITE | 2' (600) APART<br>2' (600) APART<br>SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° | SOLID | YELLOW: TWO WAY TRAFFIC<br><br>WHITE: ONE WAY TRAFFIC | 8 (200) C-C FOR THE DOUBLE LINE<br><br>SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33m²) EACH "X"=54.0 SQ. FT. (5.0 m²) |

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| | | | | | |
|---|---|---|---|---|---|
| FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc24.dgn | USER NAME = drivakosgn | DESIGNED - | REVISED -T. RAMMACHER 12-07-00 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS |
| | PLOT SCALE = 50.000 ' / in. | DRAWN - | REVISED - K. ENG 02-28-12 | | |
| | PLOT DATE = 3/1/2012 | CHECKED - | REVISED - | | SCALE: NONE SHEET NO. 1 OF 3 SHEETS STA. TO STA. |
| | | DATE - | REVISED - | | |

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| | TC-24 | CONTRACT NO. | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

tc24.dgn 3/1/2012 7:47:44 AM User=drivakosgn

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | BY | DATE | DESCRIPTION |
|---|---|---|---|
| | | | |

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

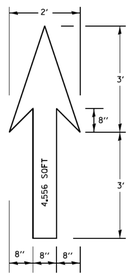
STANDARD DETAILS

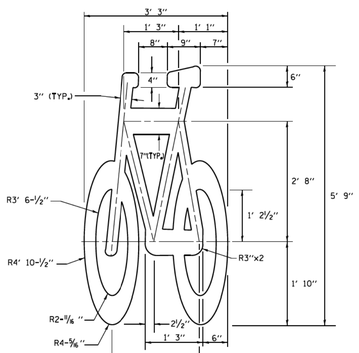
IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO. 142

DATE: 01/12/18




BICYCLE
LANE SYMBOL

ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

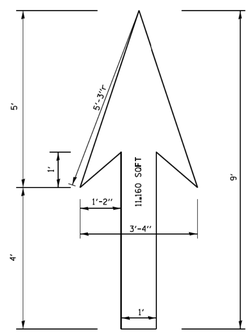
NOTE:

1.) FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.

2.) THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28

DRAWING #29

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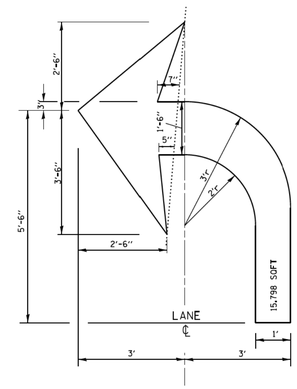


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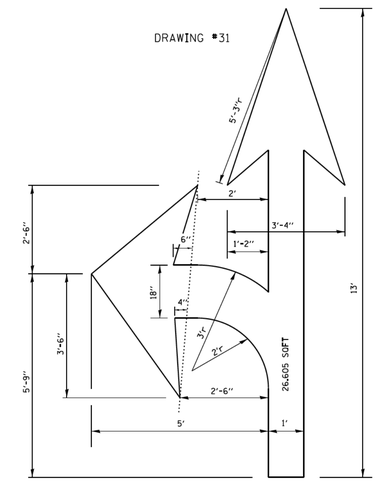


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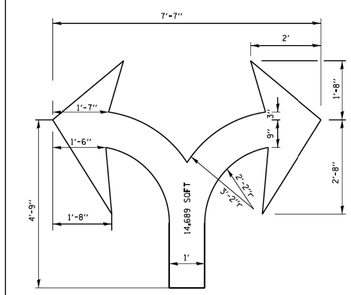


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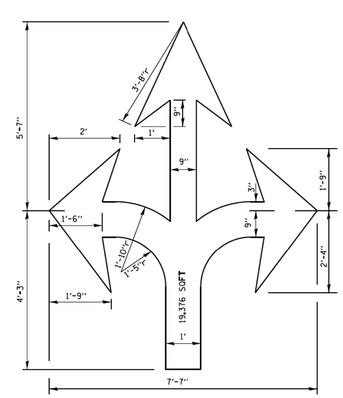


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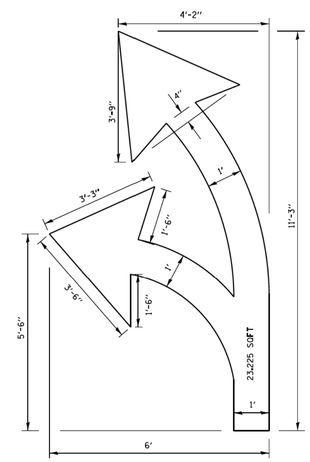


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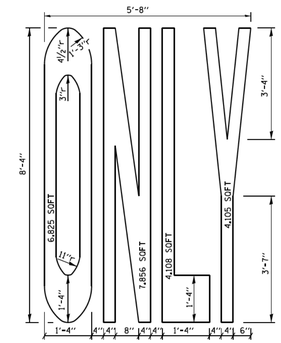


NOTE:
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

| | | | | | |
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| | | DRAWN - | REVISED - K. ENG 02-28-12 | | |
| | PLOT SCALE = 50.000 ' / in. | CHECKED - | REVISED - | | |
| | PLOT DATE = 3/29/2012 | DATE - | REVISED - | | SCALE: NONE / SHEET NO. 2 OF 3 SHEETS / STA. TO STA. |

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| | TC-24 | CONTRACT NO. | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

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CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

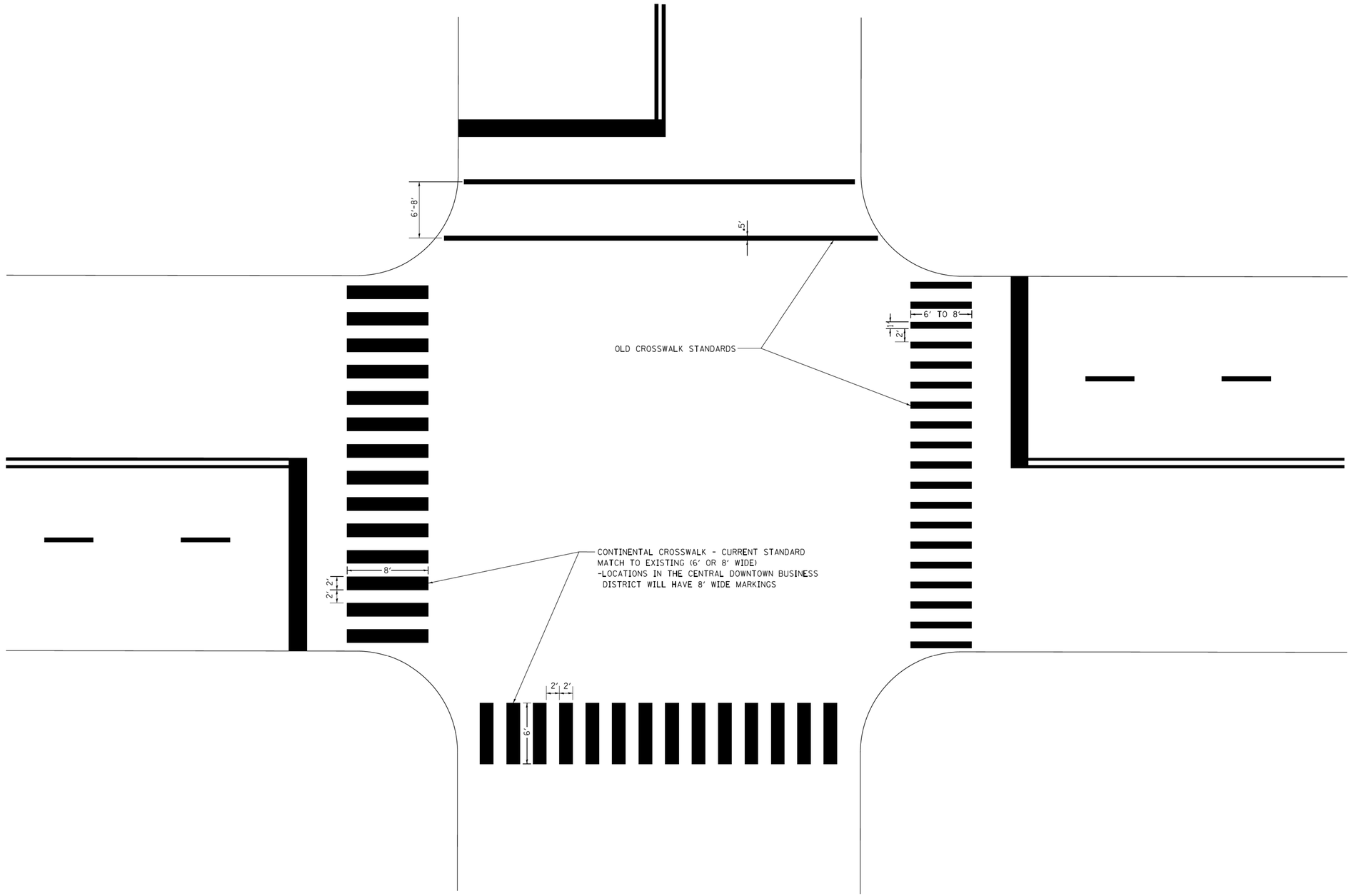
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO. 143

DATE: 01/12/18

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| | | DRAWN - | REVISED - K. ENG 02-28-12 | | | | | | | |
| | PLOT SCALE = 50.000 ' / in. | CHECKED - | REVISED - | | | | | TC-24 | CONTRACT NO. | |
| | PLOT DATE = 3/29/2012 | DATE - | REVISED - | | SCALE: NONE | SHEET NO. 3 OF 3 SHEETS STA. TO STA. | FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | |

tc24.dgn 3/29/2012 9:39:00 AM User=drivakosgn

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

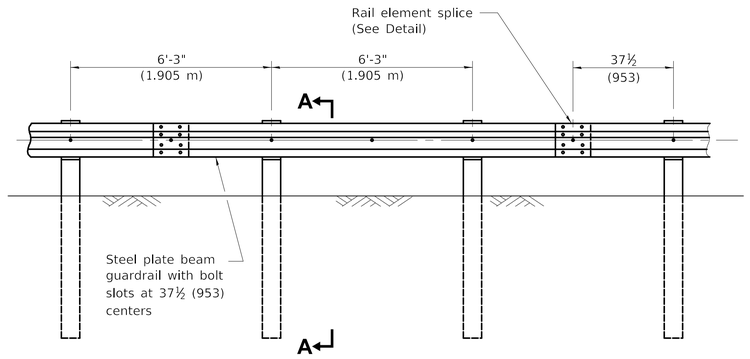
STANDARD DETAILS

IDOT STANDARD DETAILS

SCALE: N.T.S.

SHEET NO.
144

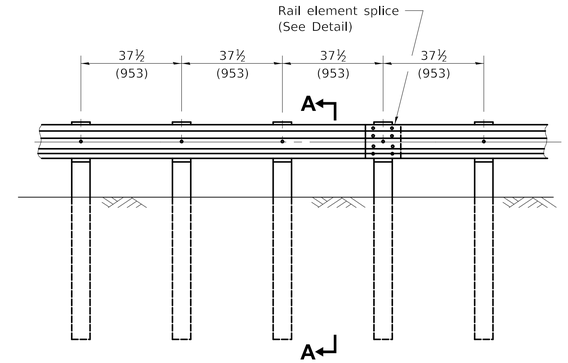
DATE: 01/12/18




## ELEVATION

## TYPE A

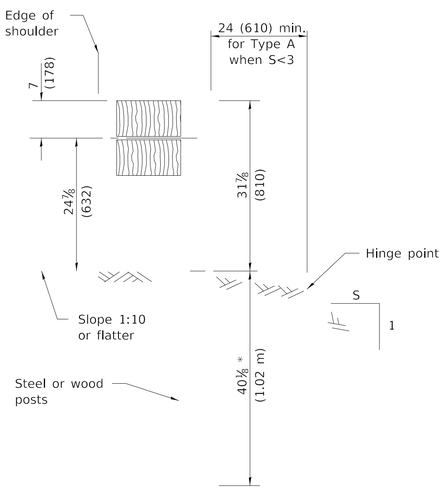
6'-3" (1.905 m) Typical post spacing




## ELEVATION

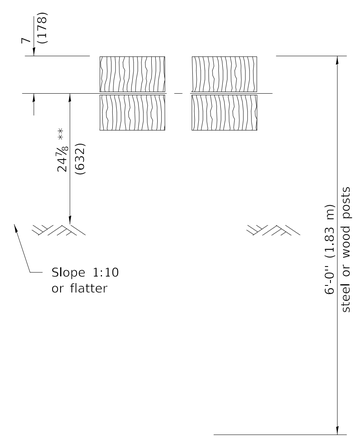
## TYPE B

37½ (953) Closed post spacing



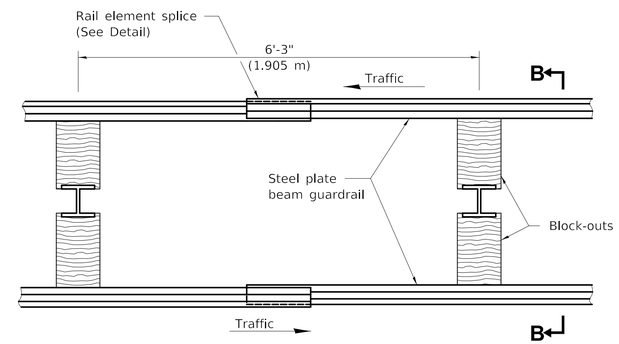

## SECTION A-A

* When "S" is less than 3 and the distance from the back of post is less than 24 (610), the post shall be steel and the embedment shall be 76⅛ (1.93 m) and the minimum top of rail height shall be 31 (787).




## SECTION B-B

** When connecting Type D guardrail to an impact attenuator, adjust this dimension to match over a distance of 25'-0" (7.62 m) from point of connection if necessary.




## PLAN

## TYPE D

Double steel plate beam guardrail
6'-3" (1.905 m) typical post spacing

## GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches (millimeters) unless otherwise shown.

# STEEL PLATE BEAM GUARDRAIL

(Sheet 1 of 4)

**STANDARD 630001-12**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
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SOUTH AREA B-4-154

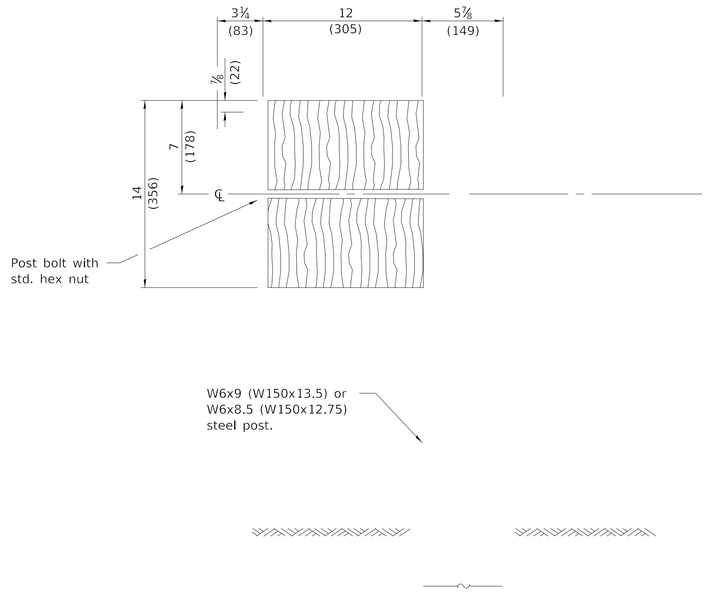
STANDARD DETAILS

IDOT STANDARD DETAILS

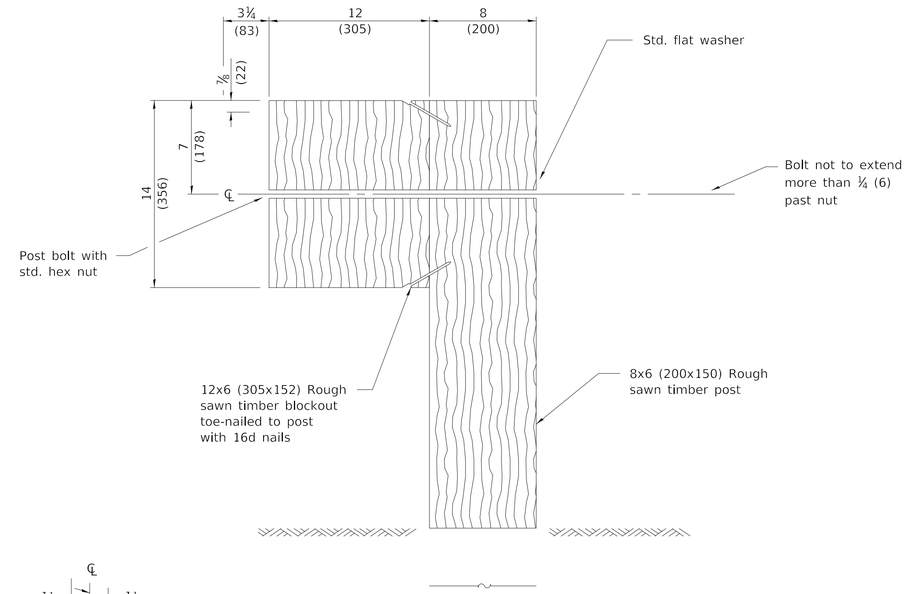
SCALE: N.T.S.

SHEET NO. 145

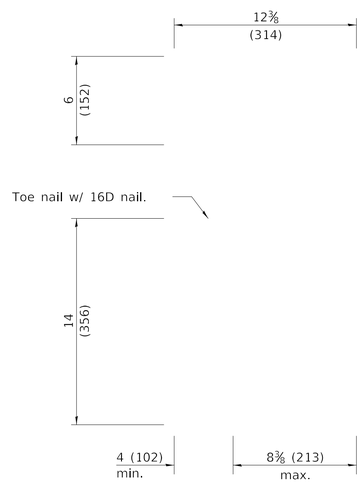
DATE:01/12/18



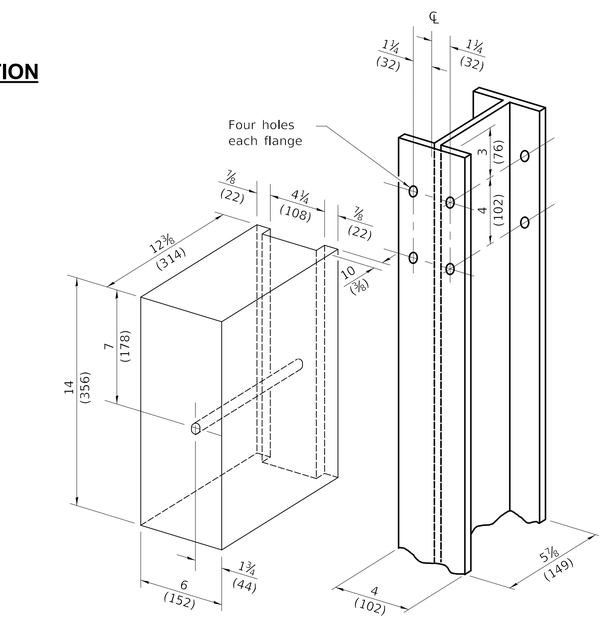

## STEEL POST CONSTRUCTION




## WOOD POST CONSTRUCTION

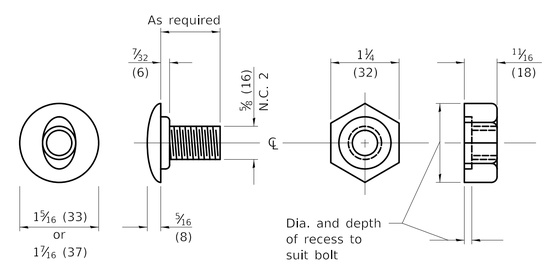



## TWO-PIECE WOOD BLOCKOUT OPTION




Note:
All holes ¾ (20) dia.

## WOOD BLOCK-OUT AND STEEL POST DETAILS




## POST OR SPLICE BOLT & NUT

# STEEL PLATE BEAM GUARDRAIL

(Sheet 2 of 4)

**STANDARD 630001-12**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

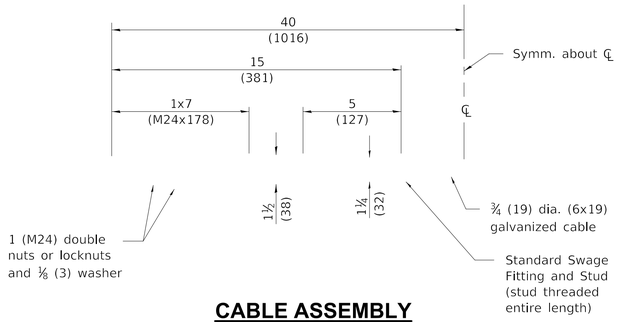
IDOT STANDARD DETAILS

SHEET NO. 146

STANDARD DETAILS

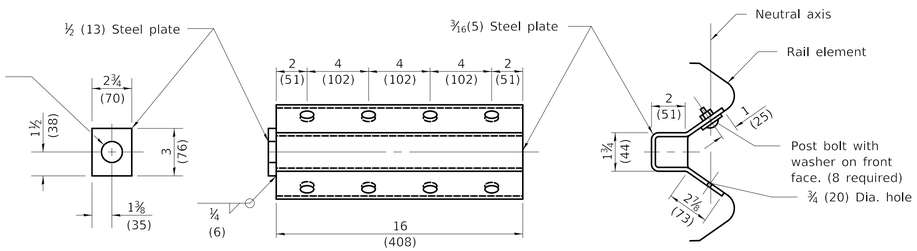
SCALE: N.T.S.

DATE: 01/12/18



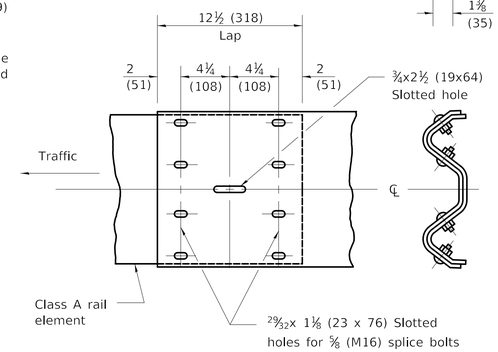

## CABLE ASSEMBLY

(42,800 lbs. (190 kN) min. breaking strength)
Tighten to taut tension.

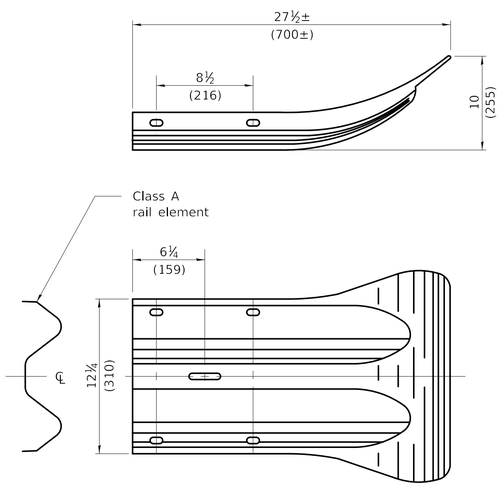



NOTE
Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

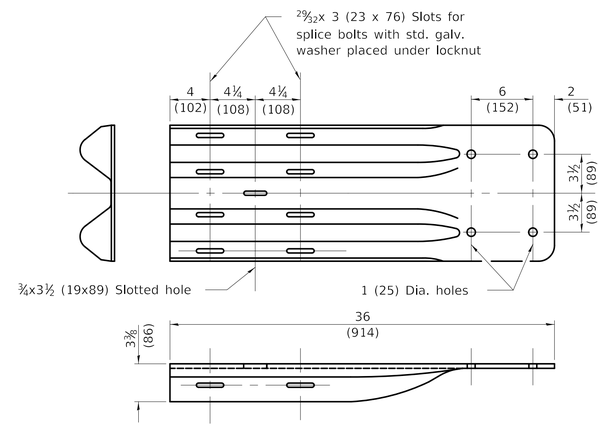
## ANCHOR PLATE T DETAILS




## RAIL ELEMENT SPLICE




## END SECTION

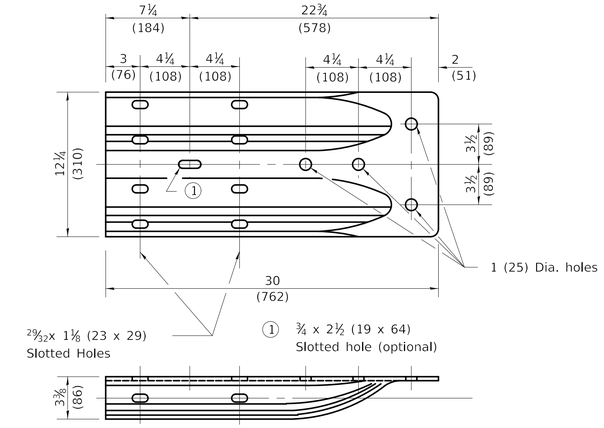



NOTE
When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

## END SHOE




## ALTERNATE END SHOE

# STEEL PLATE BEAM GUARDRAIL

(Sheet 3 of 4)

**STANDARD 630001-12**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

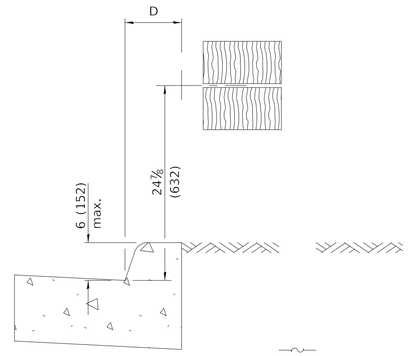
STANDARD DETAILS

IDOT STANDARD DETAILS

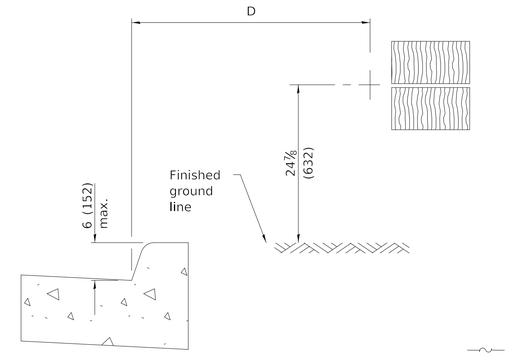
SCALE: N.T.S.

SHEET NO. 147

DATE: 01/12/18



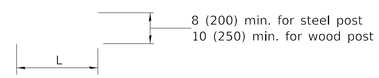

**0 ≤ D < 6 (150 m)**



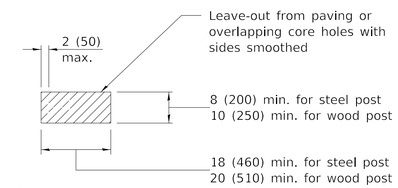

**4'-0" (1.2 m) ≤ D ≤ 12'-0" (3.7 m)**

## GUARDRAIL PLACED BEHIND CURB

Note: 'D' shall not exceed 6 (152) for design speeds greater than 45 mph.

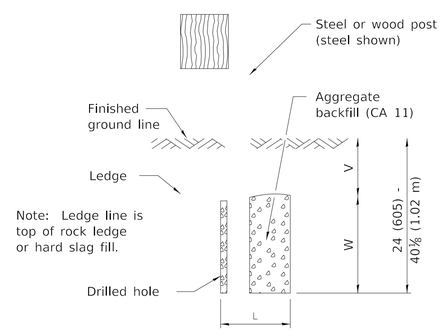



**PLAN**



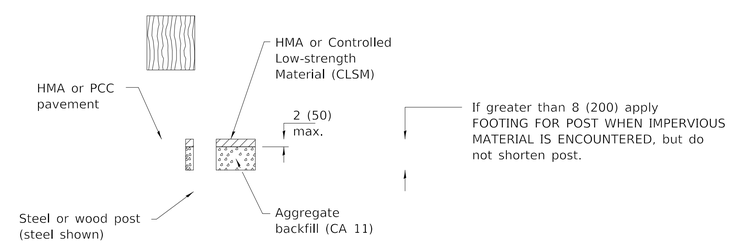

**PLAN**

| V | W | L | |
|---|---|---|---|
| | | Steel Post | Wood Post |
| 0 - 6<br>(0 - 152) | 24<br>(610) | 21<br>(530) | 23<br>(580) |
| > 6 - 18<br>(> 152 - 458) | 18<br>(458) | 14½<br>(368) | 16½<br>(419) |
| > 18 - 31<br>(> 458 - 787) | 12<br>(305) | 8<br>(203) | 10<br>(250) |
| > 31 - 40⅛<br>(> 787 - 1.02 m) | 12 - 0<br>(305 - 0) | 8<br>(203) | 10<br>(250) |




**ELEVATION**

**FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED**




**ELEVATION**

**LEAVE-OUT FOR POST WHEN PAVED MATERIAL IS ENCOUNTERED**

# STEEL PLATE BEAM GUARDRAIL

(Sheet 4 of 4)

**STANDARD 630001-12**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
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2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

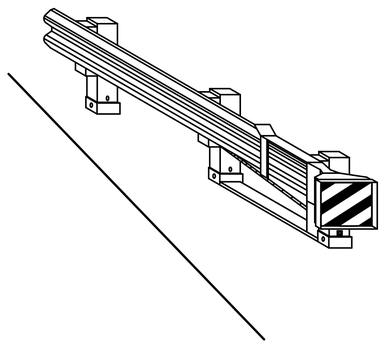
STANDARD DETAILS

IDOT STANDARD DETAILS

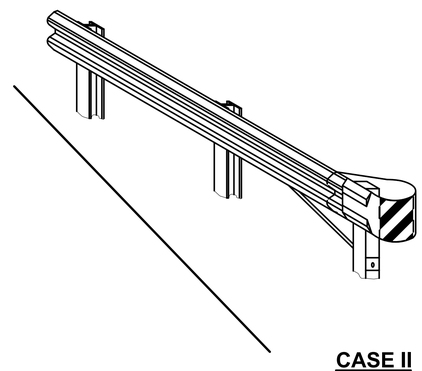
SCALE: N.T.S.

SHEET NO. 148

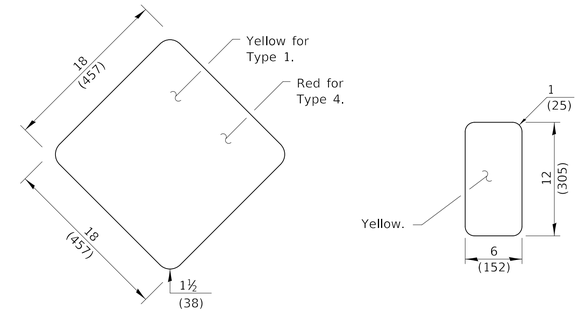
DATE: 01/12/18



**CASE I**

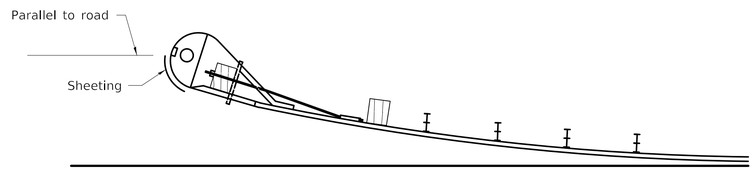


**CASE II**

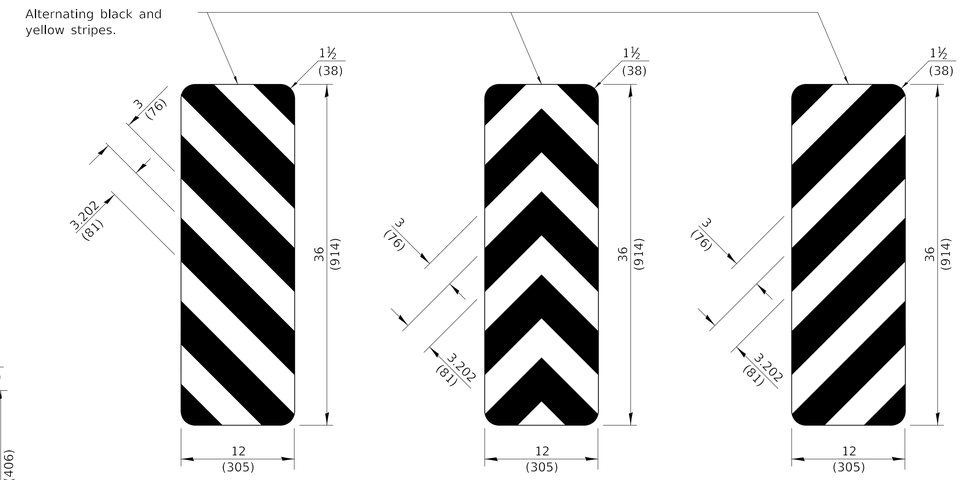



**TYPE 1 OR TYPE 4**

**TYPE 2**

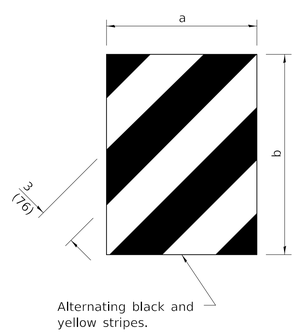


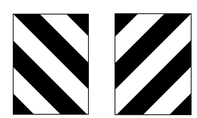

**SHEETING POSITION: CASE II**




**TYPE 3**

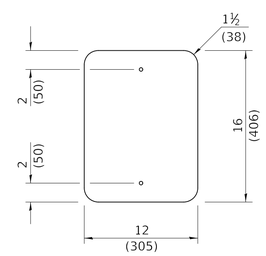
**OBJECT MARKER DETAILS**




| DIMENSION | CASE I | CASE II |
|---|---|---|
| a | * | 18 (450) |
| b | * | 16 (406) |

**DIRECT APPLIED**




**POST MOUNTED**

**TERMINAL MARKER DETAILS**

Color: Black / Yellow reflectorized

* The width and height (a, b) of the terminal marker shall be within approximately 1 (25) of the outer edge of the terminal end.

**GENERAL NOTES**

See detail on Standard 729001 for mounting markers to posts.

All dimensions are in inches (millimeters) unless otherwise shown.

# OBJECT AND TERMINAL MARKERS

**STANDARD 725001-01**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

STANDARD DETAILS

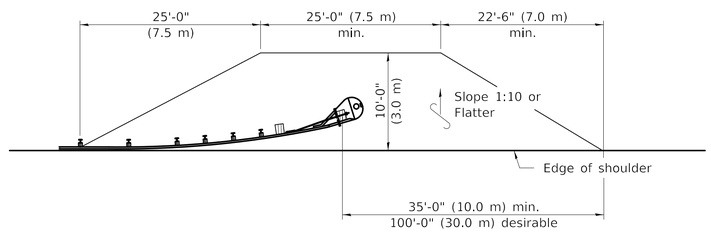
IDOT STANDARD DETAILS

SCALE: N.T.S.

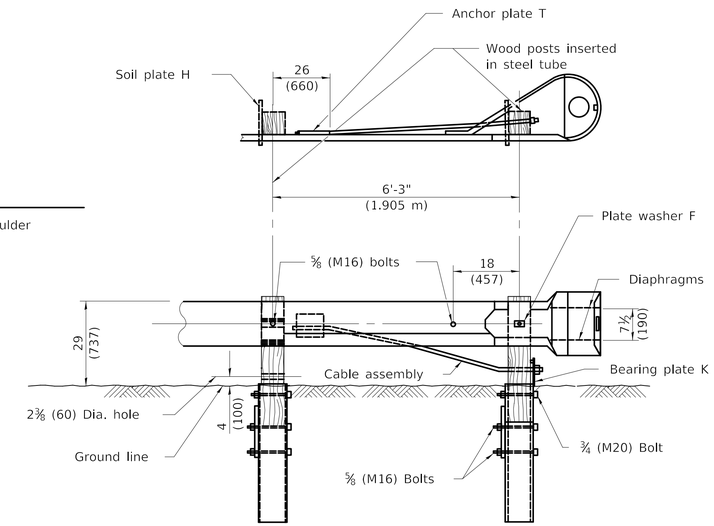
SHEET NO. 149

DATE: 01/12/18

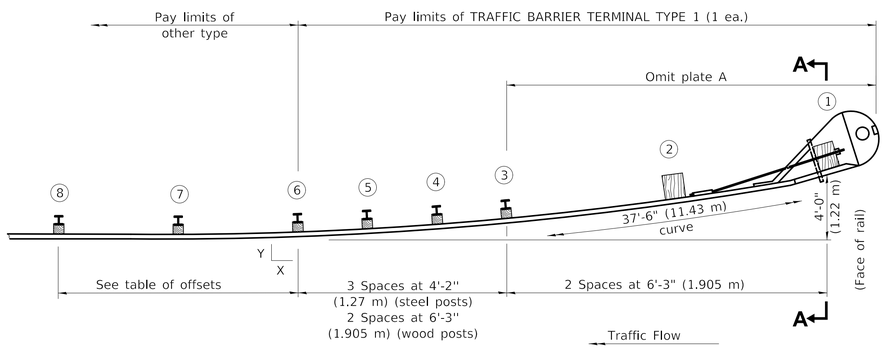
| OFFSETS TO FACE OF RAIL | | |
|---|---|---|
| Post | X ft (m) | Y ft (m) |
| 1 | 37.22 (11.345) | 4.0 (1.22) |
| 2 | 31.09 (9.475) | 2.79 (0.850) |
| 3 | 24.92 (7.595) | 1.79 (0.545) |
| 4 | 20.79 (6.335) | 1.25 (0.380) |
| 5 | 16.64 (5.070) | 0.80 (0.245) |
| 6 | 12.49 (3.805) | 0.45 (0.135) |
| 7 | 6.25 (1.905) | 0.11 (0.035) |
| 8 | 0.00 (0.00) | 0.00 (0.00) |



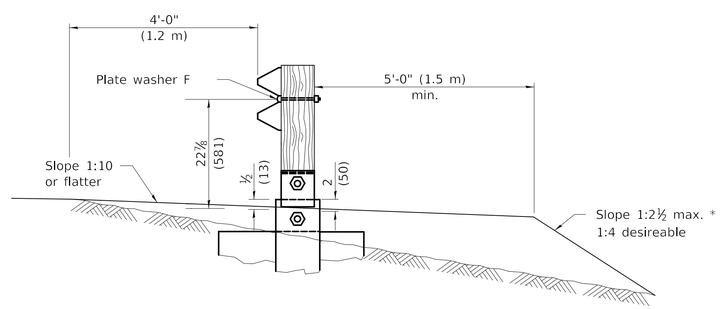

## SHOULDER WIDENING TRANSITION




## WOOD BREAKAWAY POSTS
## TUBULAR STEEL FOUNDATIONS




## PLAN




## SECTION A-A

* If fill height exceeds 5'-0" (1.5 m) use 1:3 max.

## GENERAL NOTES

See Standard B.L.R. 26 for details of guardrail not shown.

Posts at location 1 & 2 shall be wood breakaway posts. Posts other than 1 & 2 may be either standard wood posts or steel posts, at the option of the Contractor. If standard wood posts are used, one post shall be located midway between and in lieu of posts 4 & 5. The offset (Y) for this post shall be 12 (300).

A two-piece assembly may be substituted for the one piece nose shown above.

The bearing plate K shall be held in position by (2) two eightpenny nails driven into the post and bent over the top of the plate.

When this terminal is used with Standard 630001, the guardrail shall transition down to the height of the terminal prior to post 8.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches (millimeters) unless otherwise shown.

# TRAFFIC BARRIER TERMINAL TYPE 1

(Sheet 1 of 2)

**STANDARD B.L.R. 23-4**

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | |
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| NO. | BY | DATE | DESCRIPTION |
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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

2018 ARTERIAL STREET RESURFACING
SOUTH AREA B-4-154

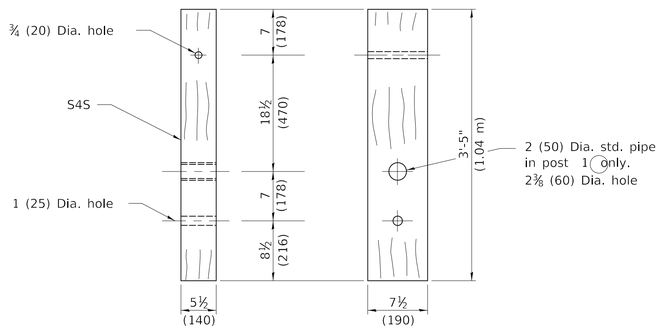
STANDARD DETAILS

IDOT STANDARD DETAILS

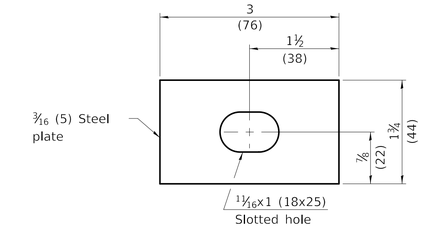
SCALE: N.T.S.

SHEET NO.
150

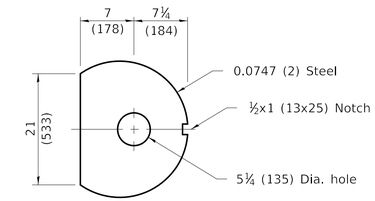
DATE: 01/12/18



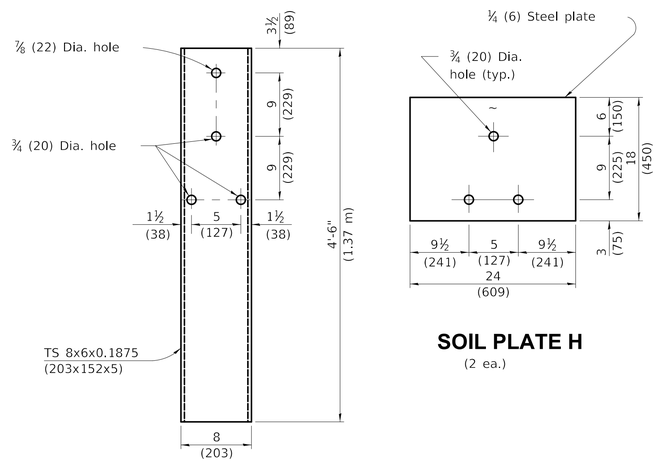

## WOOD BREAKAWAY POST
(2 ea.)




## PLATE WASHER F
(1 ea.)

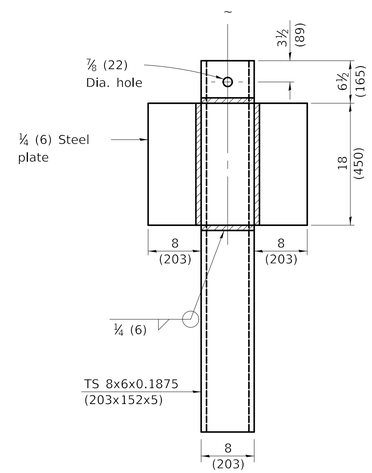



## DIAPHRAGM
(2 ea.)

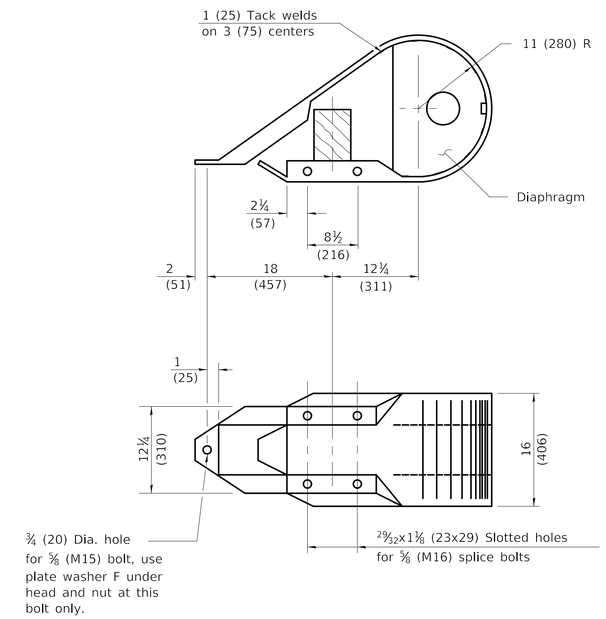



## STEEL TUBE
(2 ea.)

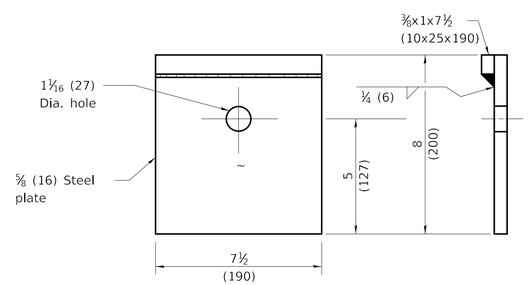
## SOIL PLATE H
(2 ea.)




## ALTERNATE SOIL PLATE CONNECTION




## NOSE
(1 ea.)




## BEARING PLATE K
(1 ea.)

# TRAFFIC BARRIER TERMINAL TYPE 1
(Sheet 2 of 2)

**STANDARD B.L.R. 23-4**

| CDOT CHICAGO DEPARTMENT OF TRANSPORTATION | REVISIONS: NO. / BY / DATE / DESCRIPTION | CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING | 2018 ARTERIAL STREET RESURFACING SOUTH AREA B-4-154 | IDOT STANDARD DETAILS | SHEET NO. 151 |
|---|---|---|---|---|---|
| | | | STANDARD DETAILS | SCALE: N.T.S. | DATE: 01/12/18 |