

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	1
		ILLINOIS	CONTRACT NO. 62F32	

DESIGN DESIGNATIONS:

IL ROUTE 83
I-80/94
CD ROAD EB
I-94 WB

52,500(2020) ARTERIAL
132,200(2020) INTERSTATE
27,100(2020) INTERSTATE
55,700(2020) INTERSTATE

POSTED SPEED

IL ROUTE 83: I-80 TO BERNICE ROAD
IL ROUTE 83 SB: 178TH ST TO I-80
IL ROUTE 83 NB: 177TH ST TO I-80
IL ROUTE 83 NB: 178TH ST TO 177TH ST
I-80/94
I-94 WB
CD ROAD EB

40 MPH
30 MPH
40 MPH
30 MPH
55 MPH
55 MPH
55 MPH

PROPOSED
HIGHWAY PLANS

FAI ROUTE 80/94 (KINGERY EXPRESSWAY)
AT
IL ROUTE 83 (TORRENCE AVENUE)
SECTION 2017-022TS
PROJECT: NHPP-1U3Y(414)
MONOTUBE REPLACEMENT
COOK COUNTY

D-91-282-17



LOCATION OF SECTION INDICATED THIS: -



1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, IL 60173
PHONE: (847) 605-9800
FAX: (847) 463-0565



3041 WOODCREEK DRIVE, SUITE 211
DOWNERS GROVE, IL 60515
PHONE: (630) 991-7997
FAX: (708) 469-2566



Jesse L. Vuorenmaa 3/23/18
JESSE L. VUORENMAA
LICENSE EXPIRES 11/30/2019
SHEET RANGE 1-32, 49-55
DATE



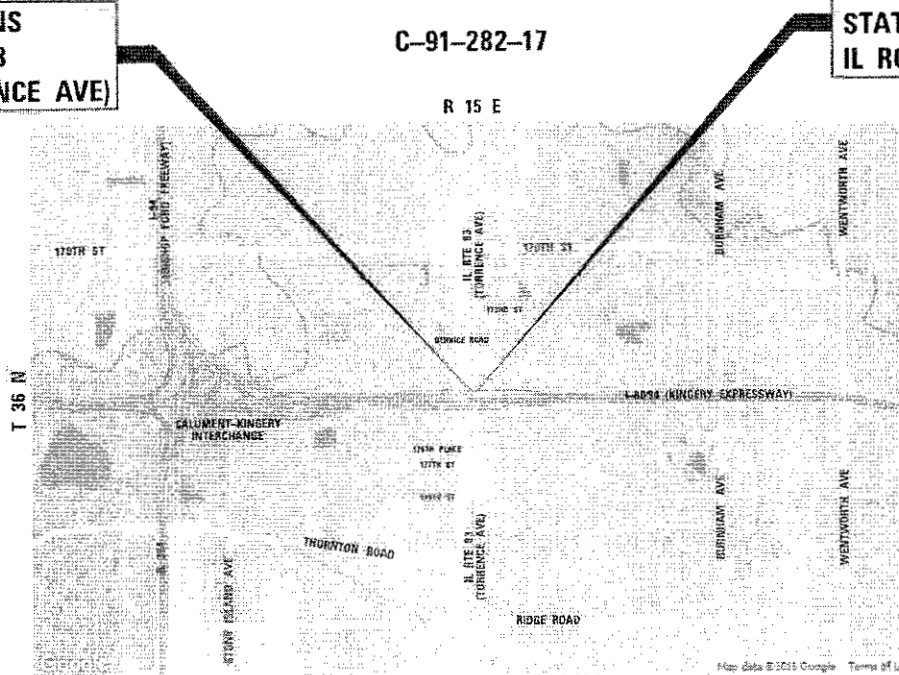
Joseph R. Mickow 3/23/18
JOSEPH R. MICKOW
LICENSE EXPIRES 11/30/2018
SHEET RANGE 45-48
DATE



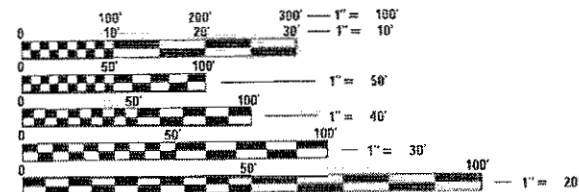
Brian K. Scifers 3/23/18
BRIAN K. SCIFERS
LICENSE EXPIRES 11/30/2019
SHEET RANGE 33-44
DATE

IMPROVEMENT BEGINS
STATION 1640 + 25.93
IL ROUTE 83 (TORRENCE AVE)

IMPROVEMENT ENDS
STATION 1640 + 44.75
IL ROUTE 83 (TORRENCE AVE)



LOCATION MAP
NOT TO SCALE



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 SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT MANAGER: LUKASZ POCIECHA, PE

GROSS LENGTH = 18.82 FT. = 0.004 MILE
NET LENGTH = 18.82 FT. = 0.004 MILE

CONTRACT NO. 62F32

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *March 23 2018*
Anthony J. Chynor REGIONAL ENGINEER
May 11 2018
Paul P. Chynor ENGINEER OF DESIGN AND ENVIRONMENT
May 21 2018
Paul P. Chynor DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

DISTRICT 1 DESIGN /CONSULTANT SERVICES: LUKASZ POCIECHA, PE (847)705-4420 SCHAUMBURG, ILLINOIS

GENERAL NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION AT THE TIME OF LETTING OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S (IDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS), THE IDOT SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, THE PLANS, STANDARD DRAWINGS AND THE PROJECT SPECIAL PROVISIONS.
2. THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
3. ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), UNLESS OTHERWISE NOTED.
4. A MINIMUM OF SEVENTY-TWO (72) HOURS BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT (800) 892-0123 OR 811 TO HAVE THE LOCATION OF EXISTING UNDERGROUND UTILITIES MARKED IN THE FIELD.
5. A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO ANY PLACEMENT OR RELOCATION OF MAINTENANCE OF TRAFFIC DEVICES, THE CONTRACTOR SHALL CONTACT IDOT, DISTRICT 1 BUREAU OF TRAFFIC AT (847) 705-4151.
6. THE CONTRACTOR MUST CALL THE IDOT ELECTRICAL MAINTENANCE CONTRACTOR TO LOCATE IDOT FACILITY CABLES A MINIMUM OF ONE (1) WEEK IN ADVANCE.
7. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE BID FOR THE WORK.
8. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS TO PERFORM WORK.
9. THE CONTRACTOR SHALL COORDINATE AND/OR MODIFY THE WORK SCHEDULE AS DIRECTED BY THE DEPARTMENT TO ACCOMMODATE SPECIAL EVENTS.
10. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
11. WHERE SECTION, SUBSECTION, SUBDIVISION OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZE SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
12. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
13. REMOVAL OR COVERING OF EXISTING REGULATORY, WARNING, AND/OR TRAFFIC SIGNS WHICH INTERFERE WITH CONSTRUCTION AND/OR CONFLICT WITH CONSTRUCTION TRAFFIC PATTERNS DESCRIBED IN THE MAINTENANCE OF TRAFFIC PLANS OR DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE LUMP SUM CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) OR TRAFFIC CONTROL AND PROTECTIONS (EXPRESSWAYS).
14. DEPARTMENTS WILL REQUIRE A MINIMUM OF THREE (3) WEEKS TO REVIEW ANY SUBMITTALS REQUIRING THE DEPARTMENT'S APPROVAL. NO ADDITIONAL COMPENSATION AND NO EXTENSION OF CALENDAR DAYS WILL BE MADE DUE TO THE DEPARTMENT REQUIRING MORE TIME TO REVIEW SUBMITTALS.
15. EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND THE SUE SURVEYS. ALL UNDERGROUND UTILITIES MUST BE CONSIDERED APPROXIMATE.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN IN THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
18. ALL REINFORCEMENT BARS, DOWEL BARS, AND TIE BARS SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED IN THE PLANS.
19. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW OR WASTE/USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR WILL NEED TO SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

MODEL: 4400\DELINAME\... TRAN SYSTEMS CORPORATION\TRANSPROJ\PROJECTS\CH401 - Chicago\9401170038 - L80 and Torrence Monotube\03.00 - Road\03.01 - Sheets\Index and General Notes



USER NAME = amkidd	DESIGNED - AMK	REVISED -
	DRAWN - AMK	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SHEET 1 OF 1 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	3
CONTRACT NO. 62F32				
		ILLINOIS	FED. AID PROJECT	

CODE NUMBER	PAY ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	EMERGENCY VEHICLE PREEMPTION
				90% FED	90% FED	100% VILLAGE OF LANSING
				10% STATE	10% STATE	100% VILLAGE OF LANSING
				0021	0021	0021
				SAFETY	BRIDGE REHABILITATION (NO ADDED CAPACITY)	SAFETY
28000510	INLET FILTERS	EACH	10	10		
50102400	CONCRETE REMOVAL	CU YD	8.2		8.2	
50157300	PROTECTIVE SHIELD	SQ YD	33		33	
50300225	CONCRETE STRUCTURES	CU YD	6.5		6.5	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	4.7		4.7	
50300300	PROTECTIVE COAT	SQ YD	12		12	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2,350		2,350	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9		
67100100	MOBILIZATION	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DAY	122	122		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	700	700		
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2		

CODE NUMBER	PAY ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	EMERGENCY VEHICLE PREEMPTION
				90% FED	90% FED	100% VILLAGE OF LANSING
				10% STATE	10% STATE	100% VILLAGE OF LANSING
				0021	0021	0021
				SAFETY	BRIDGE REHABILITATION (NO ADDED CAPACITY)	SAFETY
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	6	6		
72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	20	20		
73600500	REMOVE OVERHEAD SIGN STRUCTURE - MONOTUBE	EACH	1		1	
78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	901	901		
78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	619	619		
78100300	REPLACEMENT REFLECTOR	EACH	72	72		
78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	56	56		
81101400	CONDUIT ATTACHED TO STRUCTURE, 5" DIA., GALVANIZED STEEL	FOOT	209	209		
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1		
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	762	762		
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2,287	2,287		
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	4,587	4,587		
87301800	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	263	263		

* DENOTES SPECIALTY ITEM

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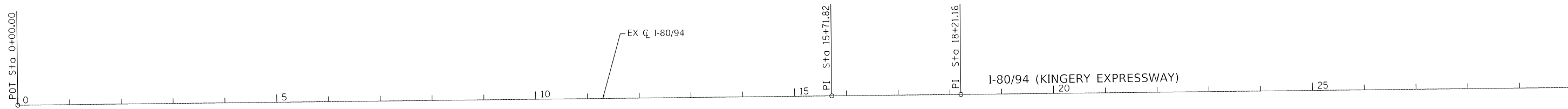
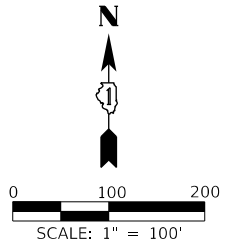
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PLOT SCALE = 20.0000' / in.	DRAWN - AMK	REVISED -
PLOT DATE = 3/23/2018	CHECKED - JLV	REVISED -
	DATE - 2/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

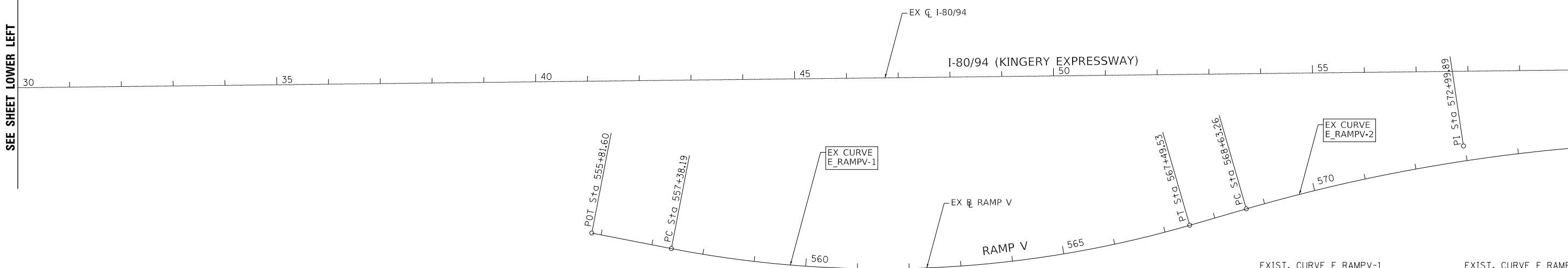
SUMMARY OF QUANTITIES

SHEET 1 OF 2 SHEETS

F.A.I. RTE. 80/94	SECTION 2017-022TS	COUNTY COOK	TOTAL SHEETS 55	SHEET NO. 4
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA 30+00 I-80
SEE SHEET LOWER LEFT



MATCH LINE STA 30+00 I-80
SEE SHEET LOWER LEFT

MATCH LINE STA 60+00 I-80
SEE SHEET 8

EXIST. CURVE E_RAMPV-1 PI STA. = 562+53.56 $\Delta = 27^\circ 10' 19''$ (LT) D = $2^\circ 41' 12''$ R = 2,132.55' T = 515.36' L = 1,011.34' E = 61.39' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 557+38.19 P.T. STA. = 567+49.53	EXIST. CURVE E_RAMPV-2 PI STA. = 572+99.89 $\Delta = 15^\circ 09' 41''$ (RT) D = $1^\circ 44' 47''$ R = 3,280.84' T = 436.63' L = 868.16' E = 28.93' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 568+63.26 P.T. STA. = 577+31.42
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USER NAME = amkidd	DESIGNED - AMK	REVISED -
	DRAWN - AMK	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1" = 100' SHEET 1 OF 6 SHEETS STA. 0+00.00 TO STA. 60+00.00

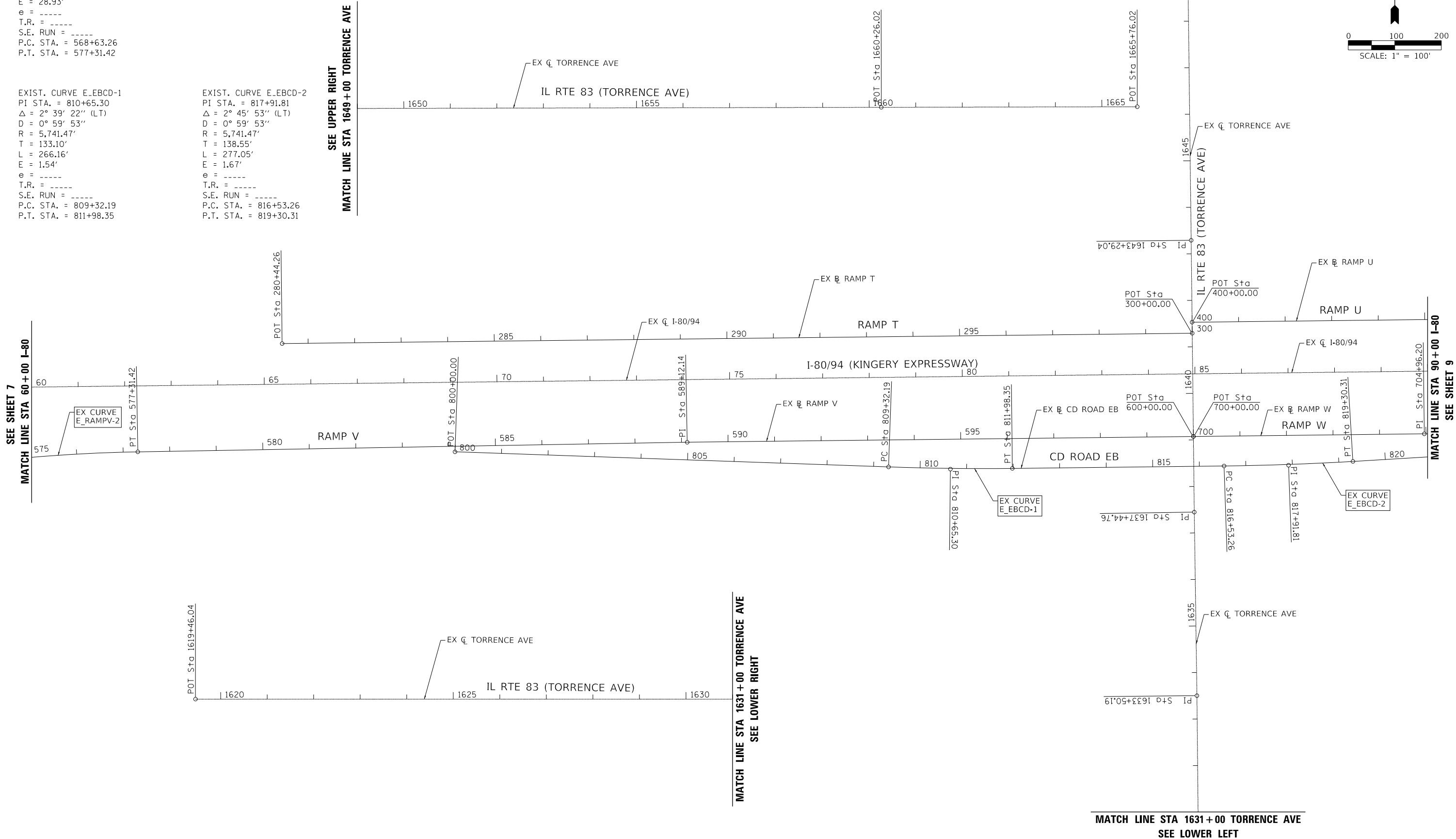
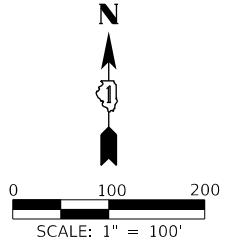
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80/94	2017-022TS	COOK	55	7
CONTRACT NO. 62F32				
		ILLINOIS	FED. AID PROJECT	

EXIST. CURVE E_RAMPV-2
 PI STA. = 572+99.89
 $\Delta = 15^\circ 09' 41''$ (RT)
 D = 1° 44' 47"
 R = 3,280.84'
 T = 436.63'
 L = 868.16'
 E = 28.93'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 568+63.26
 P.T. STA. = 577+31.42

EXIST. CURVE E_EBCD-1
 PI STA. = 810+65.30
 $\Delta = 2^\circ 39' 22''$ (LT)
 D = 0° 59' 53"
 R = 5,741.47'
 T = 133.10'
 L = 266.16'
 E = 1.54'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 809+32.19
 P.T. STA. = 811+98.35

EXIST. CURVE E_EBCD-2
 PI STA. = 817+91.81
 $\Delta = 2^\circ 45' 53''$ (LT)
 D = 0° 59' 53"
 R = 5,741.47'
 T = 138.55'
 L = 277.05'
 E = 1.67'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 816+53.26
 P.T. STA. = 819+30.31

SEE SHEET UPPER LEFT
 MATCH LINE STA 1649+00 TORRENCE AVE



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 PROJECT: CH401 - Chicago I-80/94
 SHEET: 8 OF 8
 DATE: 3/23/2018

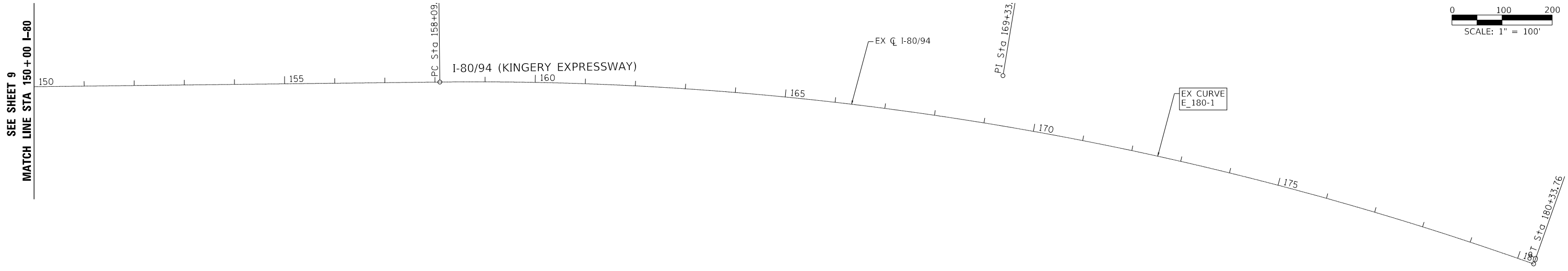
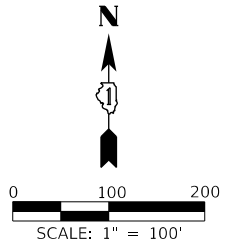


USER NAME = amkidd	DESIGNED - AMK	REVISED -
	DRAWN - AMK	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS	
SCALE: 1" = 100'	SHEET 2 OF 6 SHEETS
STA. 60+00.00	TO STA. 90+00.00

F.A.J. RTE. 80/94	SECTION 2017-022TS	COUNTY COOK	TOTAL SHEETS 55	SHEET NO. 8
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE E_180-1
 PI STA. = 169+33.45
 Δ = 20° 11' 25" (RT)
 D = 0° 54' 28"
 R = 6,311.02'
 T = 1,123.61'
 L = 2,223.91'
 E = 99.24'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 158+09.84
 P.T. STA. = 180+33.76

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USER NAME = amkidd	DESIGNED - AMK	REVISED -
	DRAWN - AMK	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1" = 100' SHEET 4 OF 6 SHEETS STA. 150+00.00 TO STA. 180+33.76

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	10
CONTRACT NO. 62F32				
		ILLINOIS	FED. AID PROJECT	

MODEL: 440 DELINAMES
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BENCHMARKS		
MONUMENT	ELEVATION	DESCRIPTION
B.M. CP 51	183.783	SET MAG NAIL IN SIDEWALK IN SOUTHEAST CORNER OF IL RTE 83 AND 177TH STREET.
B.M. CP 5001	183.950	SET MAG NAIL NEAR BACK OF CURB ON WEST SIDE OF IL RTE 83 JUST NORTH OF DRIVEWAY TO RIDGEWAY CHEVROLET.
B.M. CP 5002	184.230	SET MAG NAIL IN ASPHALT OF PARKING LOT IN NORTH EAST CORNER OF IL RTE 83 AND 176TH PLACE.
B.M. 2E	181.854	SQUARE CUT IN CENTER OF HEADWALL BOX CULVERT BETWEEN IL 394 AND TORRENCE AVENUE, SOUTH SIDE OF I-80.
B.M. 3E	183.127	RAILROAD SPIKE IN POWER POLE JUST EAST OF TRANSMISSION TOWERS, SOUTH SIDE OF I-80 BY SOUTHBOUND TORRENCE AVENUE EXIT RAMP.
B.M. 4E	182.719	SQUARE CUT ON SOUTH SIDE OF B111 LIGHT POLE, LOCATION AT SOUTH WEST QUADRANT OF TORRENCE AND I-80.
B.M. 5E	192.219	SQUARE CUT IN NORTHWEST CORNER OF THE SOUTHWEST CRASHWALL OF I-80 BRIDGE OVER RAILROAD.
B.M. M	188.209	FOUND SQUARE CUT IN SOUTHWEST WINGWALL OF TORRENCE AVENUE BRIDGE OVER I-80.
T.B.M. 202	183.883	CHISELED 'X' ON NORTHWEST BOLT OF FIRE HYDRANT LOCATED ON THE SOUTHEAST CORNER OF 175TH AND PAXTON AVENUE.
T.B.M. 230	183.582	CHISELED BOX ON NORTHWEST CORNER OF CONCRETE PAD OF ILLINOIS DEPERATMENT OF TRANSPORTATION CONTROL BOX LOCATED ON EAST SIDE OF TORRENCE AVENUE +/- 25M NORTH OF 176TH PLACE.
T.B.M. 109	192.295	SET CUT BOX ON NE WINGWALL OF RAILROAD BRIDGE, WESTBOUND I-80, APPROXIMATELY MILE MARKER 162.39.
T.B.M. 110	192.109	SET CUT BOX ON NW WINGWALL OF RAILROAD BRIDGE, WESTBOUND I-80, APPROXIMATELY MILE MARKER 162.25.
T.B.M. 111	184.733	SET CUT BOX ON BARRIER WALL, WESTBOUND I-80 +/- 3M SOUTH OF OVERHEAD SIGN TRUSS FOUNDATION; READ "TORRENCE AVENUE ALL EXITS"; +/- 80M EAST OF MILE MARKER 162.01.
T.B.M. 112	182.702	SET CUT BOX ON CRASHWALL OF BRIDGE TORRENCE AVENUE (SOUTH), WESTBOUND I-80 NE SIDE, APPROXIMATELY UNDER NE FASCIA BEAM B6.
T.B.M. 113	183.182	SET CUT BOX ON SE CORNER OF LIGHT POLE FOUNDATION (BGH3), WESTBOUND I-80 JUST SOUTH OF CHAIN LINK FENCE.



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1" = 100' SHEET 5 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	11
CONTRACT NO. 62F32				
ILLINOIS		FED. AID PROJECT		

EXISTING ALIGNMENTS

EX I-80/94 (KINGERY EXPRESSWAY)				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		0+00.00	1,789,586.83	1,187,657.59
PI		15+71.82	1,789,605.00	1,189,229.30
PI		18+21.16	1,789,607.68	1,189,478.63
PC		158+09.84	1,789,767.40	1,203,466.40
PI		169+33.45	1,789,780.23	1,204,589.94
PT		180+33.76	1,789,404.50	1,205,648.86

EX IL ROUTE 83 (TORRENCE AVE)				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		1619+46.04	1,787,588.05	1,196,175.27
PI		1633+50.19	1,788,992.13	1,196,161.28
PI		1637+44.76	1,789,386.66	1,196,155.58
PI		1643+29.04	1,789,970.90	1,196,148.91
PI		1660+26.02	1,791,667.76	1,196,128.33
POT		1665+76.02	1,792,217.72	1,196,121.66

EX CD ROAD EB				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		800+00.00	1,789,516.32	1,194,567.00
PC		809+32.19	1,789,483.60	1,195,498.62
PI	CURVE E_EBCD-1	810+65.30	1,789,479.11	1,195,631.64
PT		911+98.35	1,789,480.63	1,195,764.74
PC		816+53.26	1,789,485.82	1,196,219.62
PI	CURVE E_EBCD-2	817+91.81	1,789,487.40	1,196,358.16
PT		819+30.31	1,789,495.67	1,196,496.47
PI		837+15.48	1,789,602.13	1,198,278.46
PI		841+09.59	1,789,612.65	1,198,672.43
POT		850+12.26	1,789,638.71	1,199,574.72

EX RAMP T				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		280+44.26	1,789,748.95	1,194,195.58
POT		300+00.00	1,789,771.28	1,196,151.19

EX RAMP U				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		400+00.00	1,789,794.89	1,196,150.92
PI		406+56.66	1,789,802.39	1,196,807.54
PC		408+62.65	1,789,801.00	1,197,013.53
PI	CURVE E_RAMPU-1	409+51.98	1,789,800.40	1,197,102.85
PT		410+41.31	1,789,798.18	1,197,192.16
PI		415+16.30	1,789,786.36	1,197,667.00
POT		419+67.10	1,789,766.96	1,198,117.38

EX RAMP V				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		555+81.60	1,789,340.40	1,191,765.63
PC		557+38.19	1,789,310.49	1,191,919.34
PI	CURVE E_RAMPV-1	562+53.56	1,789,212.05	1,192,425.21
PT		567+49.53	1,789,355.48	1,192,920.22
PC		568+63.26	1,789,387.13	1,193,029.45
PI	CURVE E_RAMPV-2	572+99.89	1,789,508.65	1,193,448.83
PT		577+31.42	1,789,516.26	1,193,885.40
PI		589+12.14	1,789,536.83	1,195,065.94
POT		600+00.00	1,789,549.25	1,196,153.72

EX RAMP W				
POINT	DESCRIPTION	STATION	NORTHING	EASTING
POT		700+00.00	1,789,549.25	1,196,153.72
PI		704+96.20	1,789,554.91	1,196,649.89
PI		705+55.90	1,789,556.79	1,196,709.57
PI		709+68.08	1,789,577.97	1,197,121.20
PI		710+26.77	1,789,580.33	1,197,179.84
POT		715+18.21	1,789,593.45	1,197,671.10

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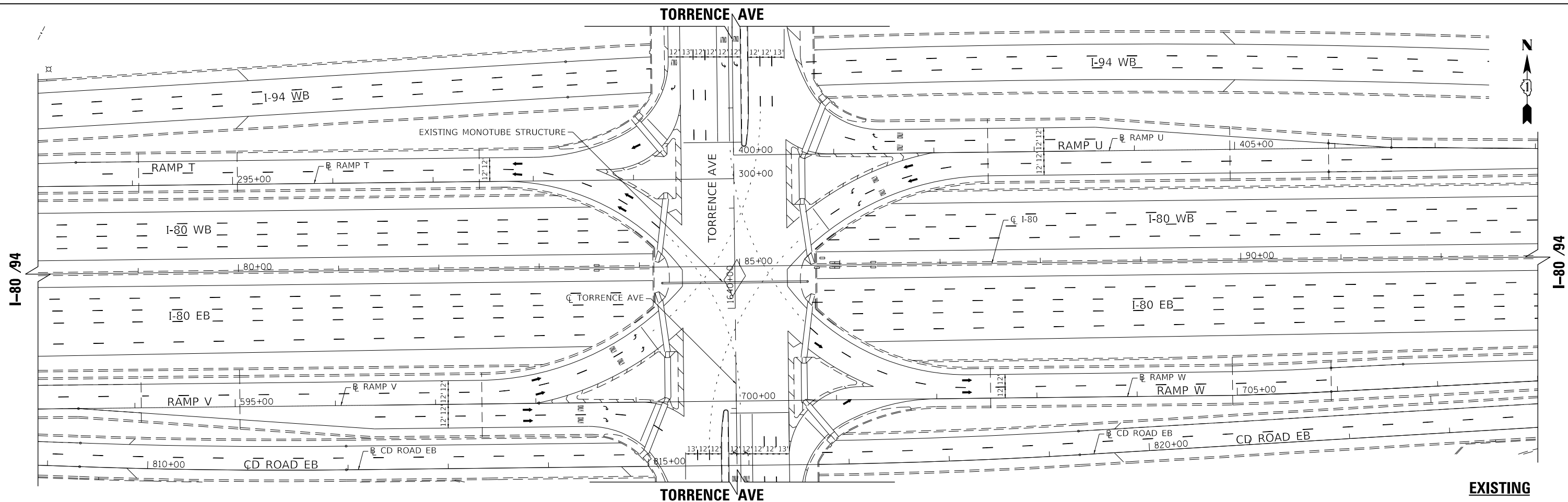
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES AND BENCHMARKS

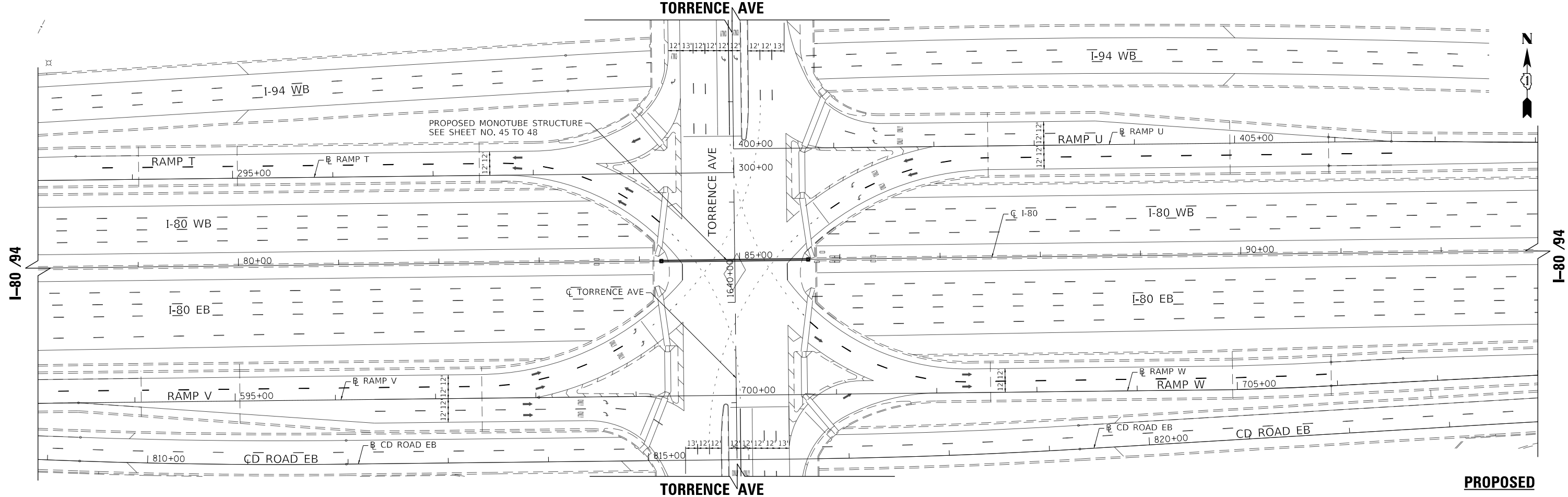
SCALE: 1" = 100' SHEET 6 OF 6 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	12
CONTRACT NO. 62F32				
ILLINOIS		FED. AID PROJECT		

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EXISTING



PROPOSED



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PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING AND PROPOSED PLAN
SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 78+00 TO STA. 93+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	13
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL GENERAL NOTES

- TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4411 AND THE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- UNLESS OTHERWISE NOTED IN THE SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER 28 DAYS PRIOR TO ANY ANTICIPATED CLOSURES.
- TYPE III BARRICADES AND ROAD CLOSURE SIGNS SHALL BE POSITIONED AS SHOWN, ACCORDING TO HIGHWAY STANDARD 701901 AND AS DIRECTED BY THE ENGINEER.
- TYPE A LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE USED ON EACH SIGN IN ADVANCE OF THE WORK DURING HOURS OF DARKNESS.
- ALL CONSTRUCTION WARNING SIGNS SHALL BE A MINIMUM OF 48"x48" AND HAVE A BLACK LEGEND AND BORDER ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND.
- ALL TYPE II/III BARRICADES, DRUMS, AND VERTICAL PANELS SHALL HAVE MONO-DIRECTIONAL OR BI-DIRECTIONAL STEADY BURNING LIGHTS AS PER CURRENT IDOT STANDARDS AND THE SPECIAL PROVISION LIGHTS ON BARRICADES (BDE).
- WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- EXACT LOCATIONS OF ALL WARNING SIGNS AND BARRICADES SHALL BE STAKED IN THE FIELD FOR APPROVAL BY THE ENGINEER PRIOR TO INSTALLATION.
- PRIOR TO START OF CONSTRUCTION ACTIVITIES, ALL REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.
- A MINIMUM OF 11' LANE WIDTHS SHALL BE MAINTAINED ON ALL INTERSTATE LANES OPEN TO TRAFFIC DURING CONSTRUCTION UNLESS OTHERWISE NOTED.
- OFFSETS BETWEEN THE EDGE OF TRAVEL LANE AND THE FACE OF TEMPORARY CONCRETE BARRIER ARE ASSUMED TO BE 1 FT UNLESS DESIGNATED OTHERWISE.
- THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BUILDING ACCESS, COORDINATE WITH BUILDING OWNERS AND LOCAL AUTHORITIES AND PROVIDE FULL ACCESS TO BUSINESSES OR PROPERTIES DURING THEIR NORMAL WORKING HOURS IN ACCORDANCE WITH ADA AND APPLICABLE CODE REQUIREMENTS. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- MAINTAIN ACCESS TO FIRE HYDRANTS AND OTHER EMERGENCY FACILITIES WITHIN THE CONSTRUCTION ZONE.
- THE CONTRACTOR SHALL COORDINATE WORK WITH PRIVATE UTILITY COMPANIES AND THEIR CONTRACTORS FOR ADJUSTMENTS, SUPPORTS, AND RELOCATION. UTILITY WORK WILL GENERALLY BE CONDUCTED PRIOR TO ROADWAY WORK, BUT CERTAIN ITEMS MAY NEED TO PROCEED IN CONCERT WITH CONSTRUCTION OPERATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT AFFECTED UTILITIES AND COORDINATE WORK WITHIN THE CONSTRUCTION SCHEDULE. THE EFFORT OF WHICH WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- SIGN W21-1 AND W20-7 SHALL BE TAKEN DOWN OR COVERED WHEN THE WORKERS ARE NOT PRESENT.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS RESTRICTION TO THE SITE AS REQUIRED BY THE ENGINEER. ORANGE CONSTRUCTION FENCING MAY BE REQUIRED TO RESTRICT ACCESS TO WORK ZONES. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE NEED FOR ACCESS RESTRICTIONS AND THEIR CONFIGURATION. ORANGE CONSTRUCTION FENCING (IF NECESSARY) WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- A 37" DEFLECTION AREA IS REQUIRED FROM THE BACK SIDE OF THE TEMPORARY BARRIER WALL TO ANY OBSTRUCTION OR DROP OFF IN THE WORK ZONE. IF THIS 37" DEFLECTION AREA CANNOT BE MAINTAINED, THE TEMPORARY CONCRETE BARRIER WALL SHALL BE ANCHORED TO THE PAVEMENT (EXCLUDING NEW BRIDGE DECKS) IN ACCORDANCE WITH THE IDOT SAFETY ENGINEERING POLICY MEMORANDUM 4-15. THIS WORK SHALL BE PAID FOR AS PINNING TEMPORARY CONCRETE BARRIER.
- ALL UPSTREAM LEADING ENDS OF TEMPORARY CONCRETE BARRIER WALL SHALL BE FLARED AT A 12:1 TAPER RATE FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH.

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND REPLACE ALL REFLECTORS FROM EXISTING RAISED REFLECTIVE PAVEMENT MARKERS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLANS. THIS WORK SHALL BE PAID FOR AS RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL.
- ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR ONE PLACEMENT AND ONE REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT AFTER THE FIRST REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTIONS, (SPECIAL) FOR THOSE SIGNS ALONG LOCAL STREETS AND INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) FOR THOSE SIGNS ALONG EXPRESSWAYS. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL) FOR THOSE SIGNS ALONG LOCAL STREETS AND INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) FOR THOSE SIGNS ALONG EXPRESSWAYS.
- THE CONTRACTOR SHALL ONLY SET UP AND STORE EQUIPMENT DURING CONSTRUCTION AT THE SUGGESTED STAGING AREAS AS SHOWN IN THE PLANS OR AS APPROVED BY THE ENGINEER. THE SUGGESTED STAGING AREAS SHOWN IN THE PLANS ARE SUBJECT TO FIELD MODIFICATION AS DETERMINED BY THE ENGINEER.
- ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC AS SOON AS THEY ARE NO LONGER NECESSARY. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3 INCH x 6 INCH DELINEATOR INSTALLED.

STAGING NARRATIVE

STAGE 1A

MAINTENANCE OF TRAFFIC ALONG I-80/94

- MAINTAIN ALL LANES OF TRAFFIC AND CLOSE THE INSIDE SHOULDER IN BOTH DIRECTIONS ACCORDING TO THE PLANS AND DETAIL TC-17.
- CLOSE THE INSIDE LANE ALONG RAMP U AND RAMP W ACCORDING TO THE PLANS AND HIGHWAY STANDARD 701701.
- CLOSE THE INSIDE LANE IN BOTH DIRECTIONS WHEN WORKING AT NIGHT ACCORDING TO HIGHWAY STANDARD 701400, 701401, AND 701428.

MAINTENANCE OF TRAFFIC ALONG ILLINOIS ROUTE 83 (TORRENCE AVENUE)

- CLOSE THE INSIDE LEFT TURN LANE ALONG SOUTHBOUND ILLINOIS ROUTE 83 ACCORDING TO THE PLANS AND HIGHWAY STANDARD 701701.
- CLOSE THE SIDEWALK ALONG THE EAST SIDE OF ILLINOIS ROUTE 83 ACCORDING TO THE PLANS AND HIGHWAY STANDARD 701801.

CONSTRUCTION TO BE COMPLETED IN STAGE 1A

- REMOVE A PORTION OF THE BRIDGE DECK FOR THE PROPOSED MONOTUBE SUPPORT ON THE EAST SIDE OF THE BRIDGE AS SHOWN IN THE PLANS.
- ERECT PROPOSED STEEL DIAPHRAGMS ON THE EAST SIDE OF THE BRIDGE AND UPON COMPLETION OF THIS WORK, REMOVE EXISTING STEEL DIAPHRAGMS AS SHOWN IN THE PLANS.
- CONSTRUCT PROPOSED MONOTUBE SUPPORT PEDESTAL ON THE EAST SIDE OF THE BRIDGE AS SHOWN IN THE PLANS.
- REPLACE A PORTION OF THE BRIDGE DECK ON THE EAST SIDE OF THE BRIDGE AS SHOWN IN THE PLANS.
- CONSTRUCT PROPOSED MONOTUBE VERTICAL COLUMN ON THE EAST SIDE OF THE BRIDGE AS SHOWN IN THE PLANS.

STAGE 1B

MAINTENANCE OF TRAFFIC ALONG I-80/94

- MAINTAIN INSIDE SHOULDER CLOSURE FROM STAGE 1A.
- CLOSE THE INSIDE LANE ALONG RAMP T ACCORDING TO THE PLANS AND HIGHWAY STANDARD 701701.
- CLOSE THE INSIDE LANE ALONG RAMP V ACCORDING TO THE PLANS AND HIGHWAY STANDARD 701601.
- CLOSE THE INSIDE LANE IN BOTH DIRECTIONS WHEN WORKING AT NIGHT ACCORDING TO HIGHWAY STANDARD 701400, 701401, AND 701428.

MAINTENANCE OF TRAFFIC ALONG ILLINOIS ROUTE 83 (TORRENCE AVENUE)

- CLOSE THE INSIDE LEFT TURN LANE ALONG NORTHBOUND ILLINOIS ROUTE 83 ACCORDING TO THE PLANS AND HIGHWAY STANDARD 701701.
- CLOSE THE SIDEWALK ALONG THE WEST SIDE OF ILLINOIS ROUTE 83 ACCORDING TO THE PLANS AND HIGHWAY STANDARD 701801.

CONSTRUCTION TO BE COMPLETED IN STAGE 1B

- REMOVE A PORTION OF THE BRIDGE DECK FOR THE PROPOSED MONOTUBE SUPPORT ON THE WEST SIDE OF THE BRIDGE AS SHOWN IN THE PLANS.
- ERECT PROPOSED STEEL DIAPHRAGMS ON THE WEST SIDE OF THE BRIDGE AND UPON COMPLETION OF THIS WORK, REMOVE EXISTING STEEL DIAPHRAGMS AS SHOWN IN THE PLANS.
- CONSTRUCT PROPOSED MONOTUBE SUPPORT PEDESTAL ON THE WEST SIDE OF THE BRIDGE AS SHOWN IN THE PLANS.
- REPLACE A PORTION OF THE BRIDGE DECK ON THE WEST SIDE OF THE BRIDGE AS SHOWN IN THE PLANS.
- CONSTRUCT PROPOSED MONOTUBE VERTICAL COLUMN ON THE WEST SIDE OF THE BRIDGE AS SHOWN IN THE PLANS.
- INSTALL PROPOSED CONDUITS AND CABLE ALONG THE WEST SIDE OF THE BRIDGE AS SHOWN IN THE PLANS.
- ROTATE THE EXISTING TRAFFIC SIGNAL HEADS HORIZONTAL AS SHOWN IN THE PLANS.

STAGE 2

MAINTENANCE OF TRAFFIC ALONG I-80/94

- REMOVE ALL PERMANENT TRAFFIC CONTROL.

MAINTENANCE OF TRAFFIC ALONG ILLINOIS ROUTE 83 (TORRENCE AVENUE)

- IN ADVANCE OF 15 MINUTE FULL STOPS, CLOSE THE LEFT TURN LANES AND OUTSIDE TWO LANES IN BOTH DIRECTIONS ALONG ILLINOIS ROUTE 83 AS WELL AS THE LEFT TURN LANES FROM BOTH RAMP ONTO ILLINOIS ROUTE 83 ACCORDING TO THE PLANS AND HIGHWAY STANDARDS 701601 AND 701701. REFER TO THE SPECIAL PROVISION STAGING AND INTERCHANGE RESTRICTIONS FOR ADDITIONAL DETAILS.
- UTILIZE 15 MINUTE FULL STOPS TO ERECT THE HORIZONTAL SPAN OF THE PROPOSED MONOTUBE STRUCTURE SPAN OVER ILLINOIS ROUTE 83.
- UTILIZE DAILY LANE CLOSURES TO INSTALL THE PROPOSED TRAFFIC SIGNAL HEADS, RELOCATE SIGN PANELS FROM THE EXISTING MONOTUBE TO THE PROPOSED MONOTUBE STRUCTURE, PLACE THE PERMANENT PAVEMENT MARKINGS, AND REMOVE THE EXISTING TRAFFIC SIGNAL HEADS ACCORDING TO HIGHWAY STANDARD 701427.
- UTILIZE 15 MINUTE FULL STOPS TO REMOVE THE HORIZONTAL SPAN OF THE EXISTING MONOTUBE STRUCTURE SPAN OVER ILLINOIS ROUTE 83.
- UTILIZE DAILY LANE CLOSURES AND SIDEWALK CLOSURES TO REMOVE THE VERTICAL COLUMNS OF THE EXISTING MONOTUBE STRUCTURE SPAN OVER ILLINOIS ROUTE 83.

CONSTRUCTION TO BE COMPLETED IN STAGE 2

- ERECT THE HORIZONTAL SPAN OF THE PROPOSED MONOTUBE STRUCTURE SPAN OVER ILLINOIS ROUTE 83.
- INSTALL THE CABLE THROUGH AND TRAFFIC SIGNAL HEADS ON THE PROPOSED MONOTUBE STRUCTURE.
- RELOCATE SIGN PANELS FROM THE EXISTING MONOTUBE TO THE PROPOSED MONOTUBE STRUCTURE.
- PLACE PERMANENT PAVEMENT MARKINGS AND OPEN ILLINOIS ROUTE 83 TO FINAL TRAFFIC FLOW.
- REMOVE THE EXISTING TRAFFIC SIGNAL HEADS.
- REMOVE THE HORIZONTAL SPAN OF THE EXISTING MONOTUBE STRUCTURE.
- REMOVE THE VERTICAL COLUMNS OF THE EXISTING MONOTUBE STRUCTURE.

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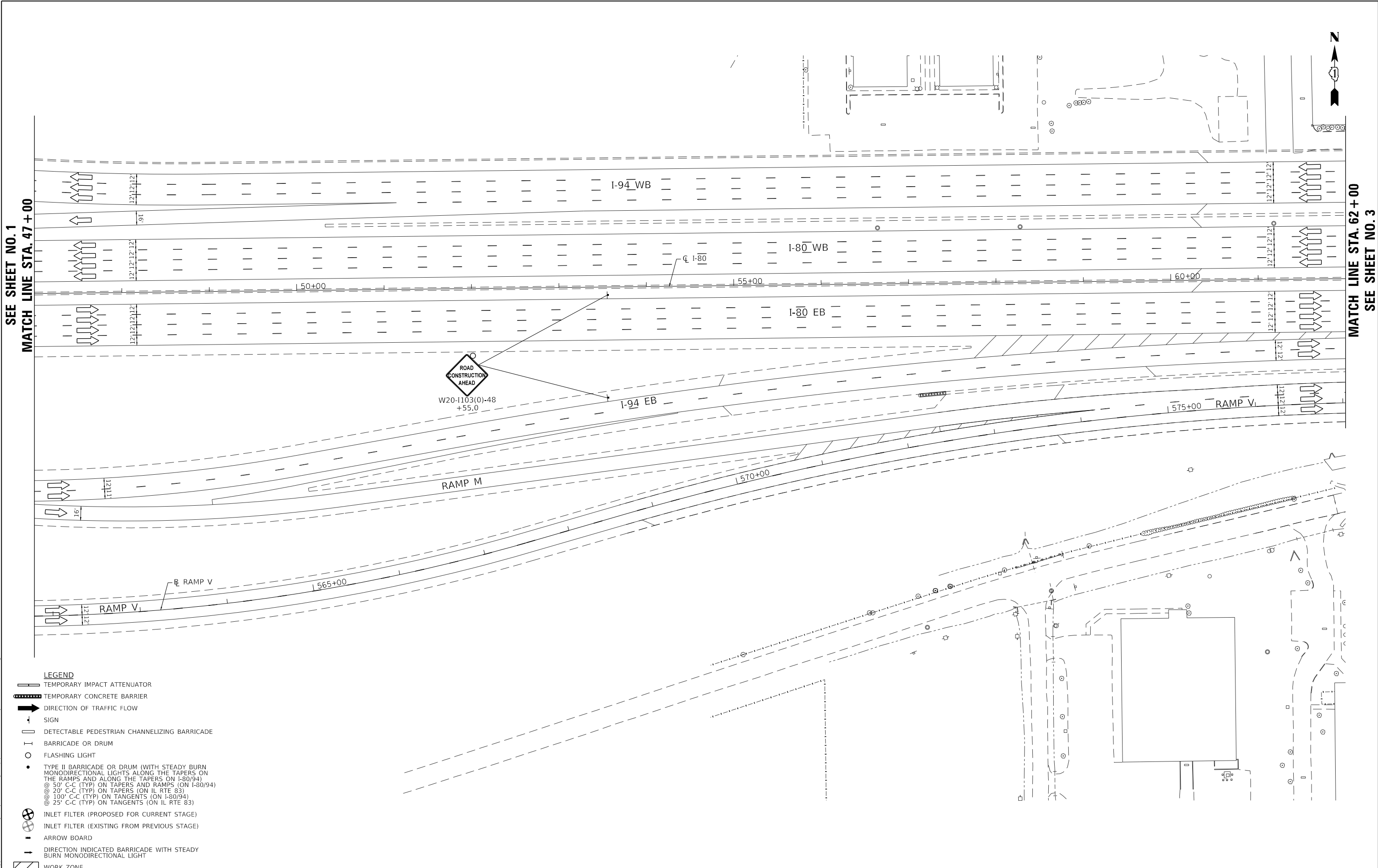
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
GENERAL NOTES AND NARRATIVE**

SHEET 1 OF 18 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	14
CONTRACT NO. 62F32				
ILLINOIS		FED. AID PROJECT		

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SEE SHEET NO. 1
 MATCH LINE STA. 47+00

MATCH LINE STA. 62+00
 SEE SHEET NO. 3

LEGEND

- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
- BARRICADE OR DRUM
- FLASHING LIGHT
- TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
- @ 50' C-C (TYP) ON TAPERS AND RAMP (ON I-80/94)
- @ 20' C-C (TYP) ON TAPERS (ON IL RTE 83)
- @ 100' C-C (TYP) ON TANGENTS (ON I-80/94)
- @ 25' C-C (TYP) ON TANGENTS (ON IL RTE 83)
- INLET FILTER (PROPOSED FOR CURRENT STAGE)
- INLET FILTER (EXISTING FROM PREVIOUS STAGE)
- ARROW BOARD
- DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- WORK ZONE

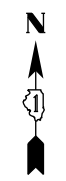


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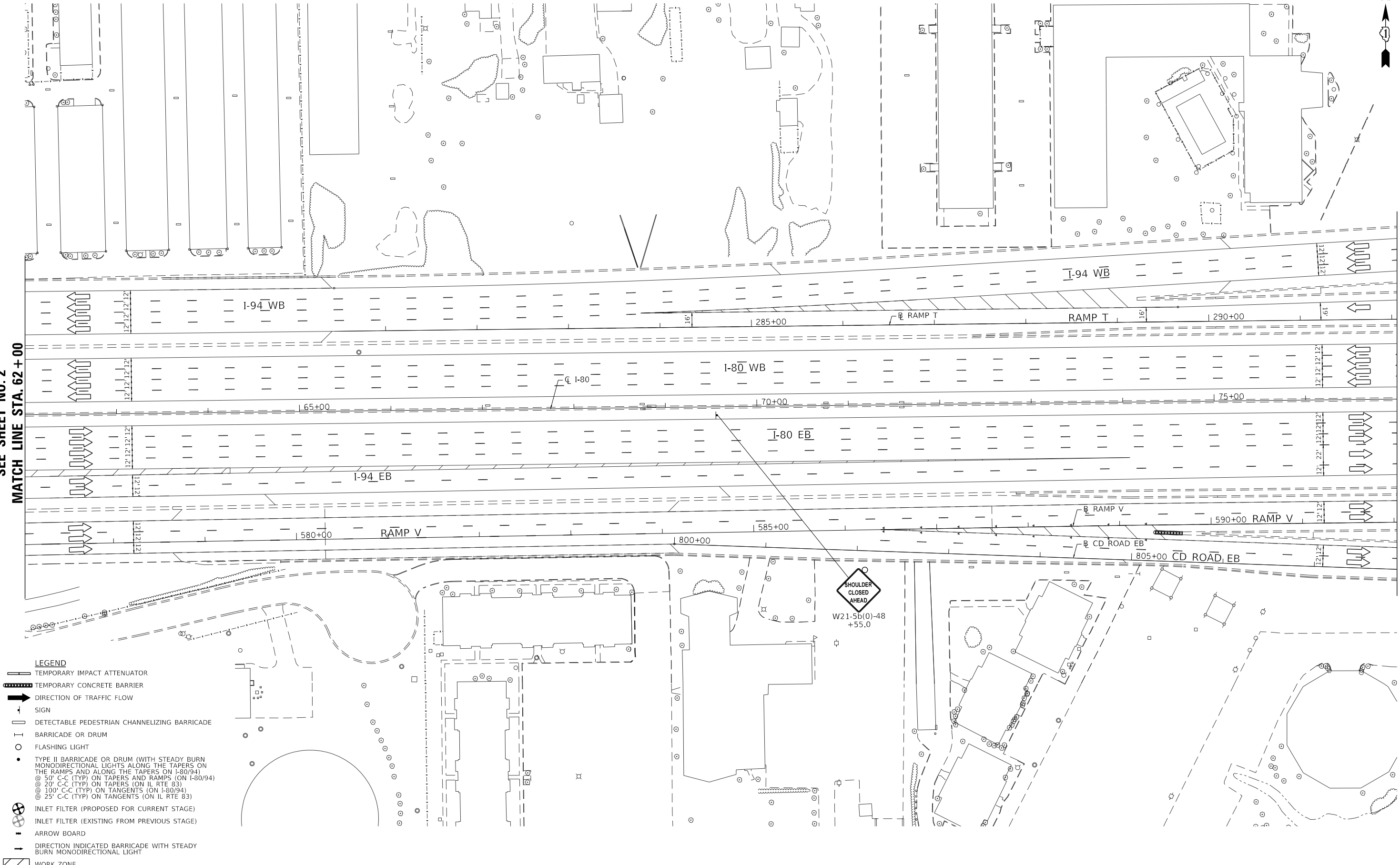
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL			
I-80 /94 - STAGE 1A			
SCALE: 1"=50'	SHEET 3	OF 18 SHEETS	STA. 47+00 TO STA. 62+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	16
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				



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 PROJECT: CH401 - Chicago I-80/94 Interchange
 SHEET: 62F32



SEE SHEET NO. 2
 MATCH LINE STA. 62+00

MATCH LINE STA. 77+00
 SEE SHEET NO. 4

- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
 - TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
 - @ 50' C-C (TYP) ON TAPERS AND RAMP (ON I-80/94)
 - @ 20' C-C (TYP) ON TAPERS (ON IL RTE 83)
 - @ 100' C-C (TYP) ON TANGENTS (ON I-80/94)
 - @ 25' C-C (TYP) ON TANGENTS (ON IL RTE 83)
 - INLET FILTER (PROPOSED FOR CURRENT STAGE)
 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
 - ARROW BOARD
 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE

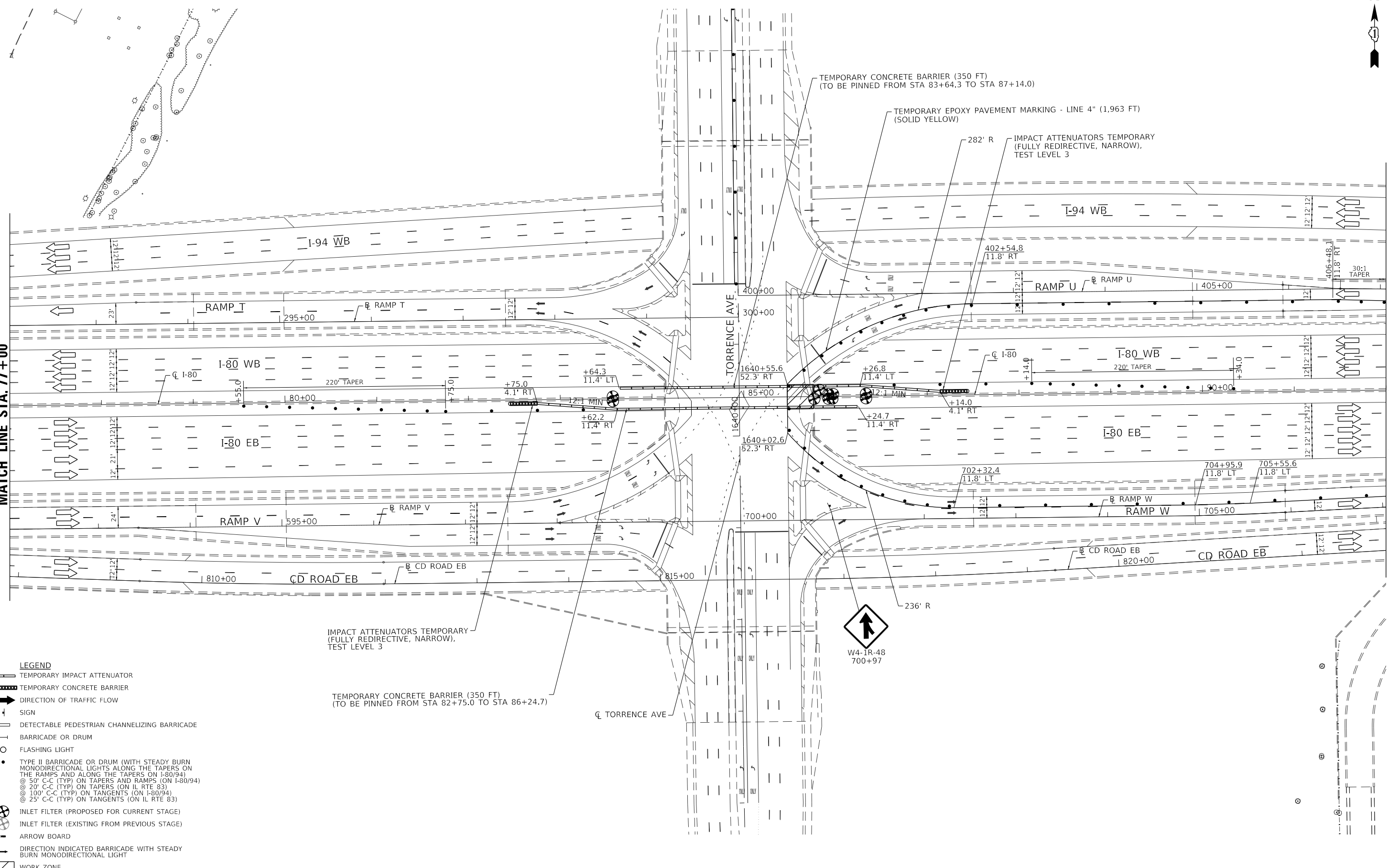
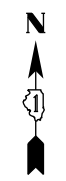


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	DATE - 2/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
I-80 /94 - STAGE 1A
 SCALE: 1"=50' SHEET 4 OF 18 SHEETS STA. 62+00 TO STA. 77+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	17
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				



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SEE SHEET NO. 3
MATCH LINE STA. 77+00

MATCH LINE STA. 92+00
SEE SHEET NO. 5

- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
 - TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
 - @ 50' C-C (TYP) ON TAPERS AND RAMP (ON I-80/94)
 - @ 20' C-C (TYP) ON TAPERS (ON IL RTE 83)
 - @ 100' C-C (TYP) ON TANGENTS (ON I-80/94)
 - @ 25' C-C (TYP) ON TANGENTS (ON IL RTE 83)
 - INLET FILTER (PROPOSED FOR CURRENT STAGE)
 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
 - ARROW BOARD
 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE

IMPACT ATTENUATORS TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

TEMPORARY CONCRETE BARRIER (350 FT) (TO BE PINNED FROM STA 82+75.0 TO STA 86+24.7)

TEMPORARY CONCRETE BARRIER (350 FT) (TO BE PINNED FROM STA 83+64.3 TO STA 87+14.0)

TEMPORARY EPOXY PAVEMENT MARKING - LINE 4" (1,963 FT) (SOLID YELLOW)

282' R IMPACT ATTENUATORS TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



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PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

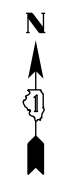
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
I-80 /94 - STAGE 1A

SCALE: 1"=50' SHEET 5 OF 18 SHEETS STA. 77+00 TO STA. 92+00

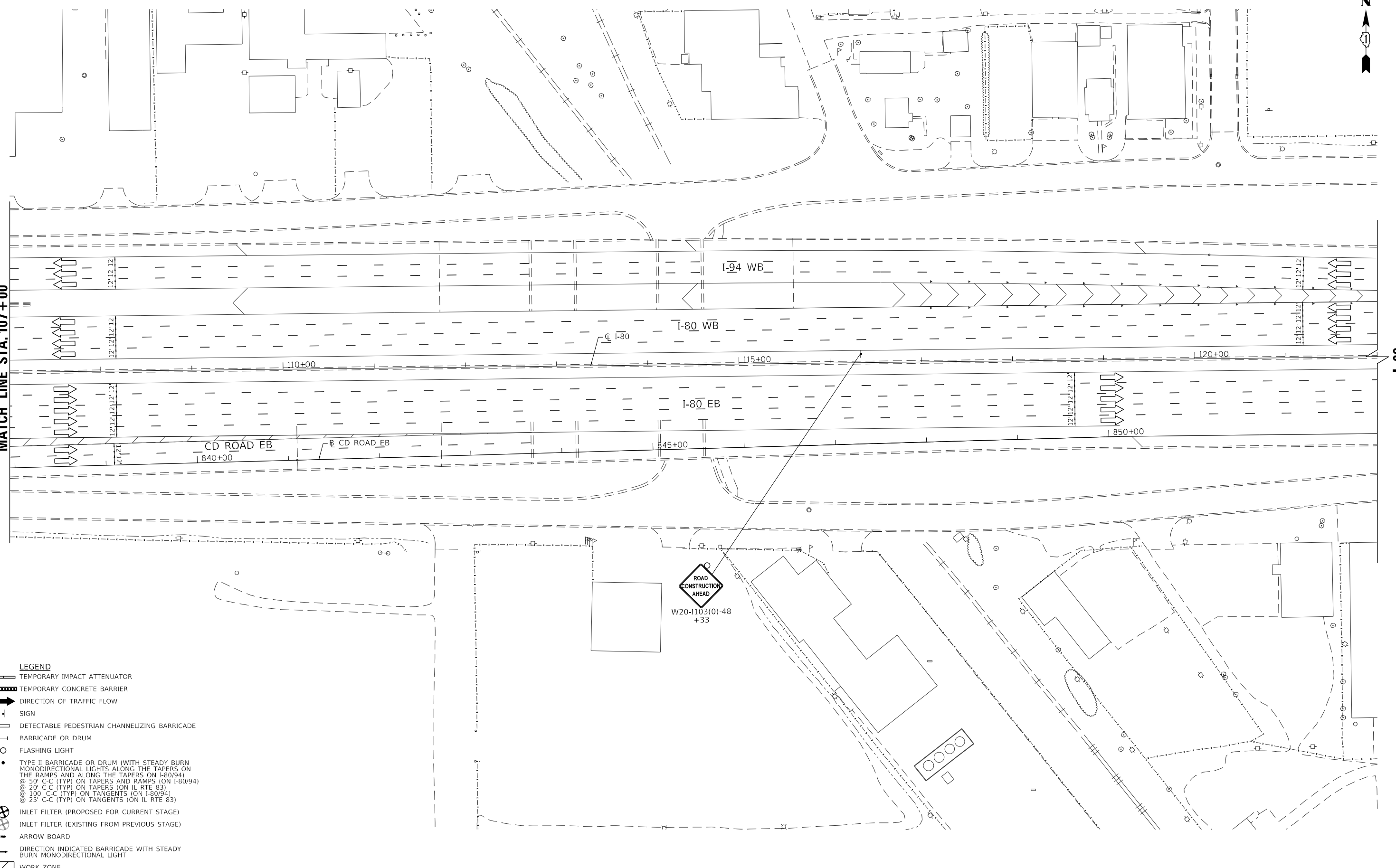
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	18
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				





MODEL: \\S01DEL\NAME\... FILE: \\S01DEL\NAME\... PROJECT: CH401 - Chicago I-80 and Torrence Monotube I-80 - Road 303.01 - Sheet 170035-SHT-101-06

SEE SHEET NO. 5
MATCH LINE STA. 107 + 00



I-80

- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
 - TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
 - @ 50' C-C (TYP) ON TAPERS AND RAMP (ON I-80/94)
 - @ 20' C-C (TYP) ON TAPERS (ON IL RTE 83)
 - @ 100' C-C (TYP) ON TANGENTS (ON I-80/94)
 - @ 25' C-C (TYP) ON TANGENTS (ON IL RTE 83)
 - INLET FILTER (PROPOSED FOR CURRENT STAGE)
 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
 - ARROW BOARD
 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE



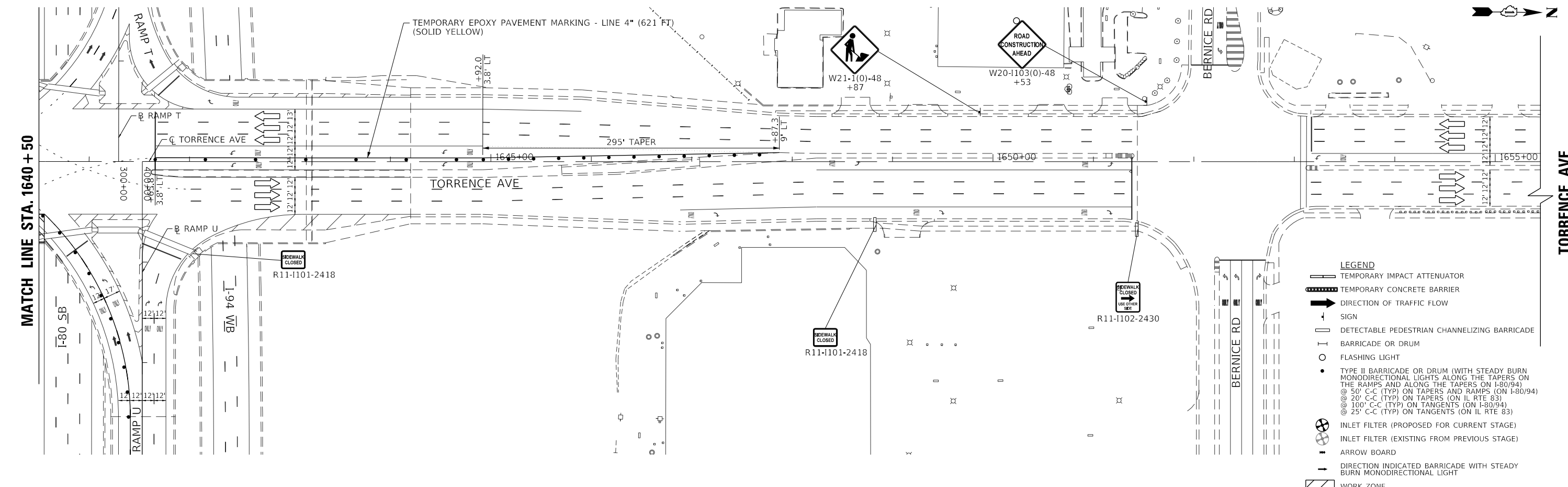
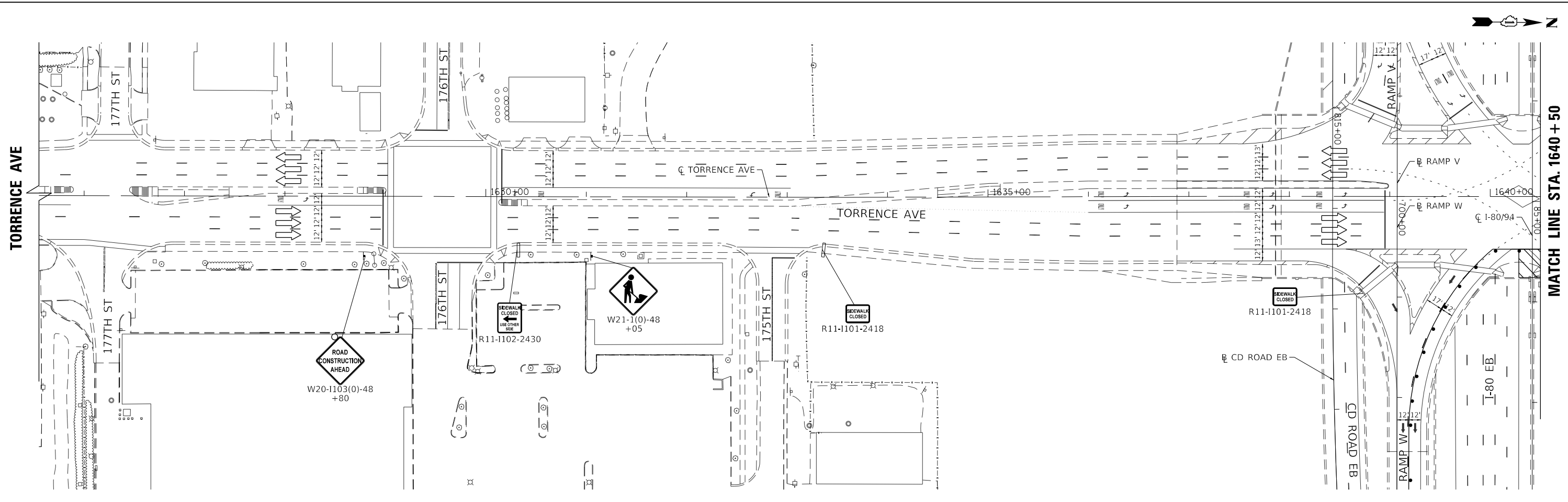
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DRAWN - AMK	REVISIONS -	
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PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
I-80 /94 - STAGE 1A
SCALE: 1"=50' SHEET 7 OF 18 SHEETS STA. 107+00 TO STA. 122+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	20
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

MODEL: 440 DELINAMES
 FILE NAME: p:\projects\170033\170033.dwg
 PROJECT: CH401 - Chicago I-80/94 Interchange
 SHEET: 170033-SHT-101-07



- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
 - TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
 - @ 20' C-C (TYP) ON TAPERS AND RAMP (ON I-80/94)
 - @ 20' C-C (TYP) ON TANGENTS (ON I-80/94)
 - @ 25' C-C (TYP) ON TANGENTS (ON I-80/94)
 - INLET FILTER (PROPOSED FOR CURRENT STAGE)
 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
 - ARROW BOARD
 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE



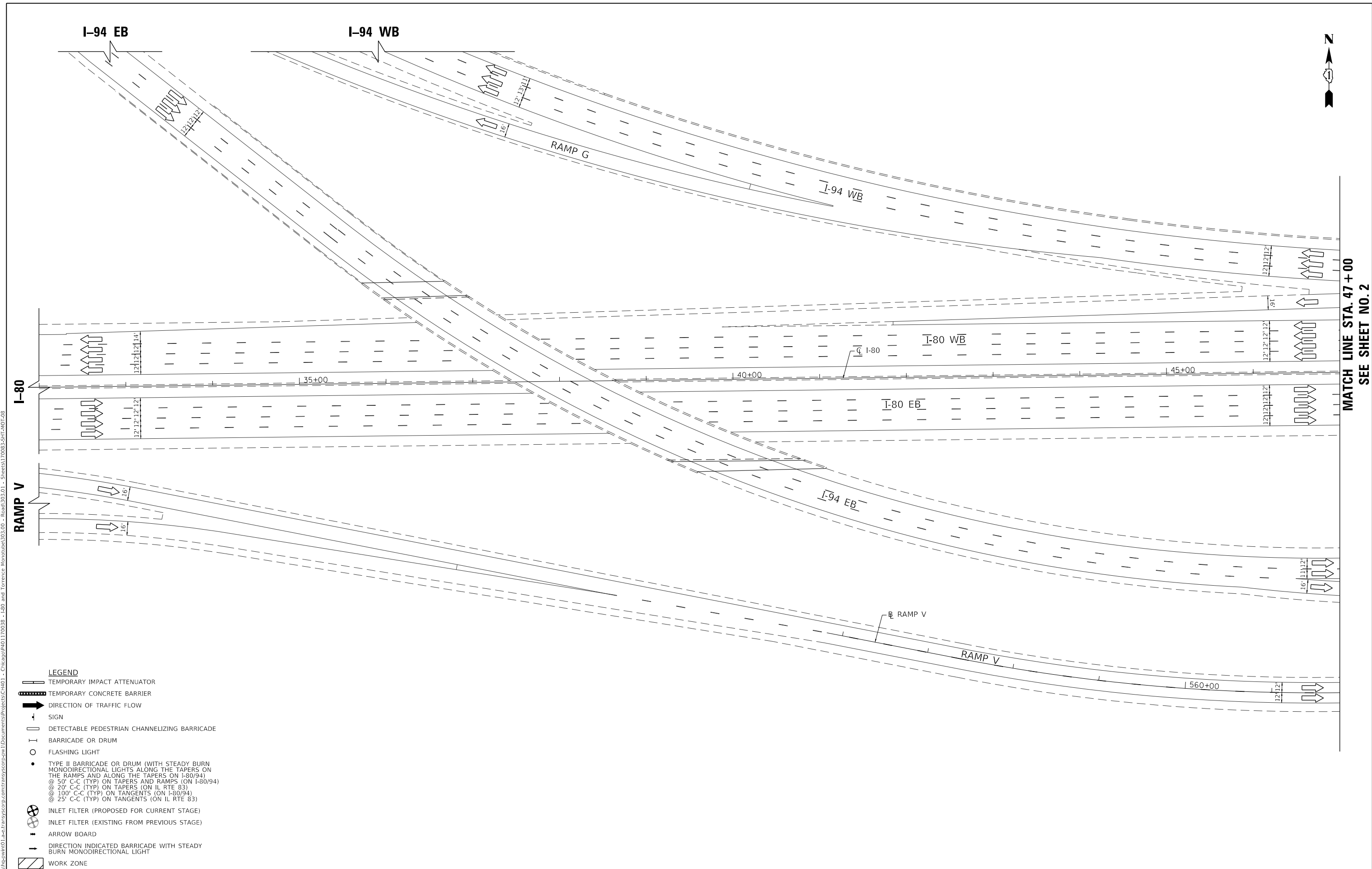
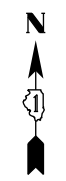
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PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
 TORRENCE AVE - STAGE 1A**

SCALE: 1"=50' SHEET 8 OF 18 SHEETS STA. 1625+50 TO STA. 1655+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	21
CONTRACT NO. 62F32				
		ILLINOIS	FED. AID PROJECT	



MATCH LINE STA. 47 + 00
SEE SHEET NO. 2

LEGEND

- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
- BARRICADE OR DRUM
- FLASHING LIGHT
- TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMPS AND ALONG THE TAPERS ON I-80/94)
- @ 50' C-C (TYP) ON TAPERS AND RAMPS (ON I-80/94)
- @ 20' C-C (TYP) ON TAPERS (ON IL RTE 83)
- @ 100' C-C (TYP) ON TANGENTS (ON I-80/94)
- @ 25' C-C (TYP) ON TANGENTS (ON IL RTE 83)
- INLET FILTER (PROPOSED FOR CURRENT STAGE)
- INLET FILTER (EXISTING FROM PREVIOUS STAGE)
- ARROW BOARD
- DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- WORK ZONE

MODEL: \\400\DEL\NAME\... FILE: \\400\DEL\NAME\... TRANSDATA\... CH401 - Chicago\9401170038 - I-80 and Torrence Monotube\303.00 - Road\303.01 - Sheets\170038-SHT-MOT-08

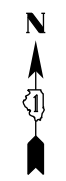


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	DATE - 2/23/2018	REVISED -

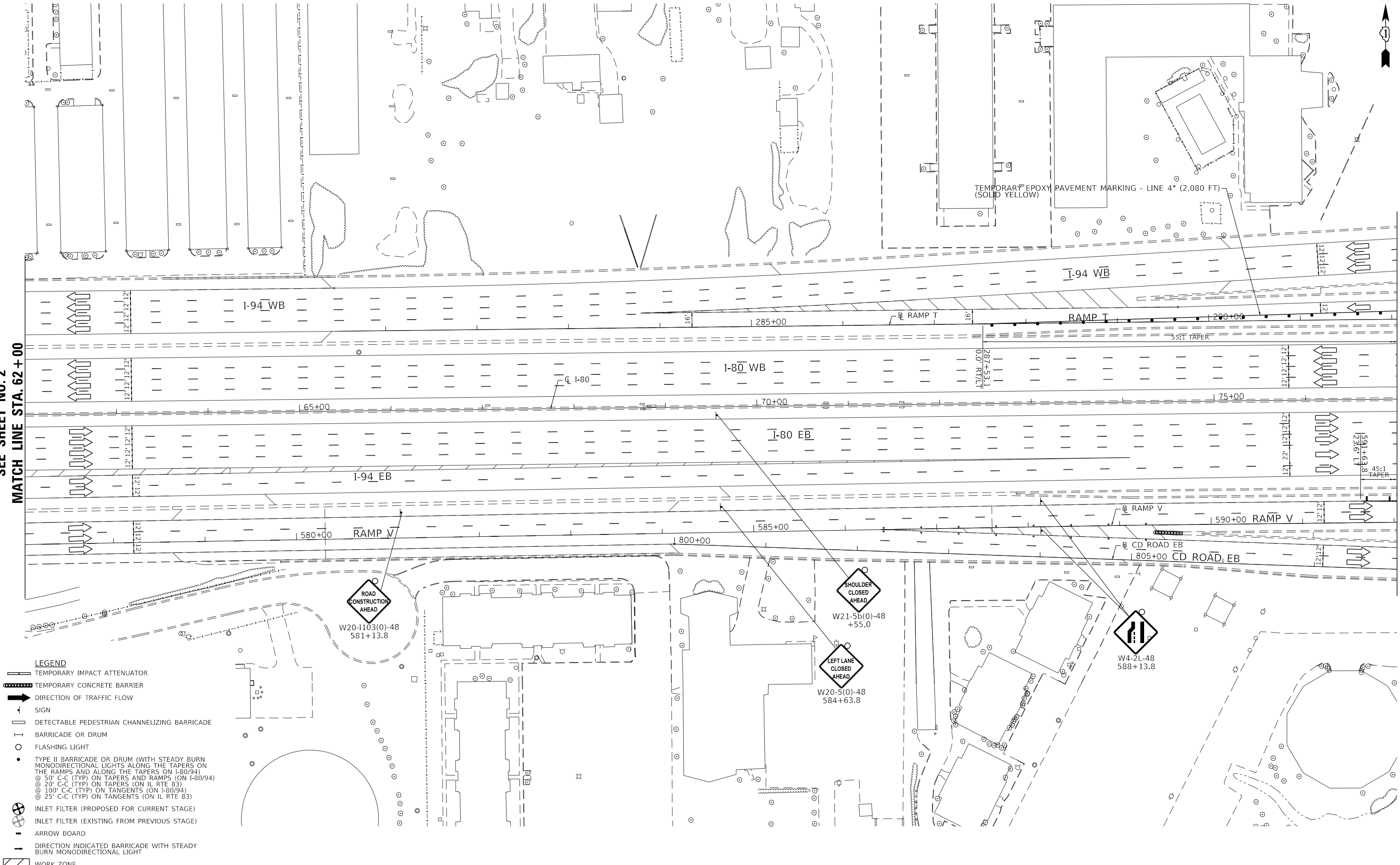
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL			
I-80 /94 - STAGE 1B			
SCALE: 1"=50'	SHEET 9	OF 18 SHEETS	TO STA. 47+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	22
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				



MODEL: \\s01delnames
 FILE: \\s01delnames
 PROJECT: \\s01delnames
 SHEET: \\s01delnames



SEE SHEET NO. 2
 MATCH LINE STA. 62+00

MATCH LINE STA. 77+00
 SEE SHEET NO. 4

- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
 - TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
 - @ 50' C-C (TYP) ON TAPERS AND RAMP (ON I-80/94)
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 - INLET FILTER (PROPOSED FOR CURRENT STAGE)
 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
 - ARROW BOARD
 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE

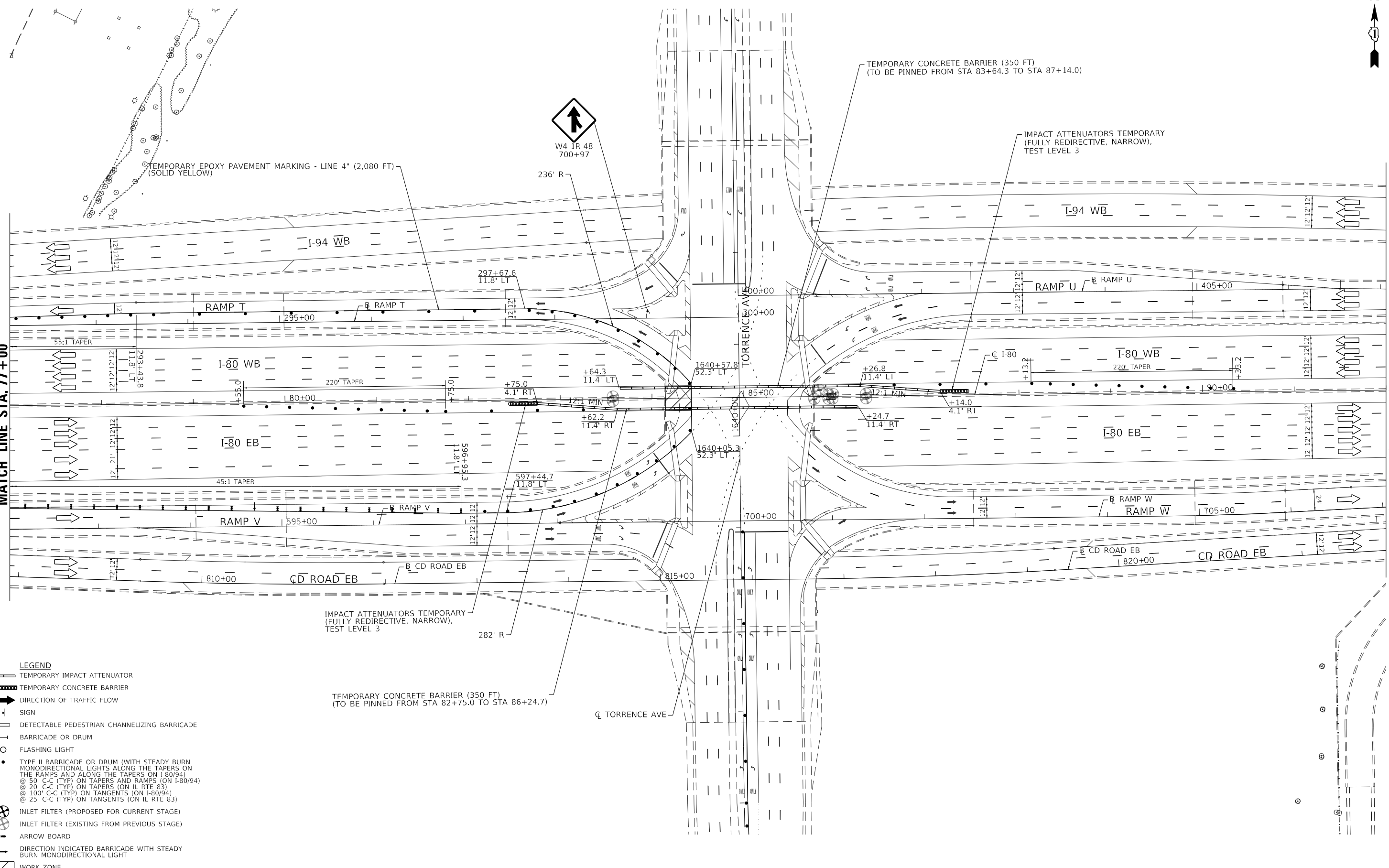
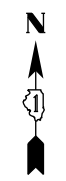


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PLOT SCALE = 100,0000' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
I-80 /94 - STAGE 1B
 SCALE: 1"=50' SHEET 11 OF 18 SHEETS STA. 62+00 TO STA. 77+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	24
CONTRACT NO. 62F32			ILLINOIS / FED. AID PROJECT	



SEE SHEET NO. 3
MATCH LINE STA. 77+00

MATCH LINE STA. 92+00
SEE SHEET NO. 5

- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
 - TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
 - 50' C-C (TYP) ON TAPERS AND RAMP (ON I-80/94)
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 - INLET FILTER (PROPOSED FOR CURRENT STAGE)
 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
 - ARROW BOARD
 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE

IMPACT ATTENUATORS TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

TEMPORARY CONCRETE BARRIER (350 FT) (TO BE PINNED FROM STA 82+75.0 TO STA 86+24.7)

TEMPORARY CONCRETE BARRIER (350 FT) (TO BE PINNED FROM STA 83+64.3 TO STA 87+14.0)

IMPACT ATTENUATORS TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

W4-1R-48
700+97

236' R

CL TORRENCE AVE

MODEL: \\400\DEL\NAME\...
 FILE: \\400\DEL\NAME\...
 MODEL: \\400\DEL\NAME\...
 FILE: \\400\DEL\NAME\...



USER NAME = amkidd	DESIGNED - AMK	REVISED -
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PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL

I-80 /94 - STAGE 1B

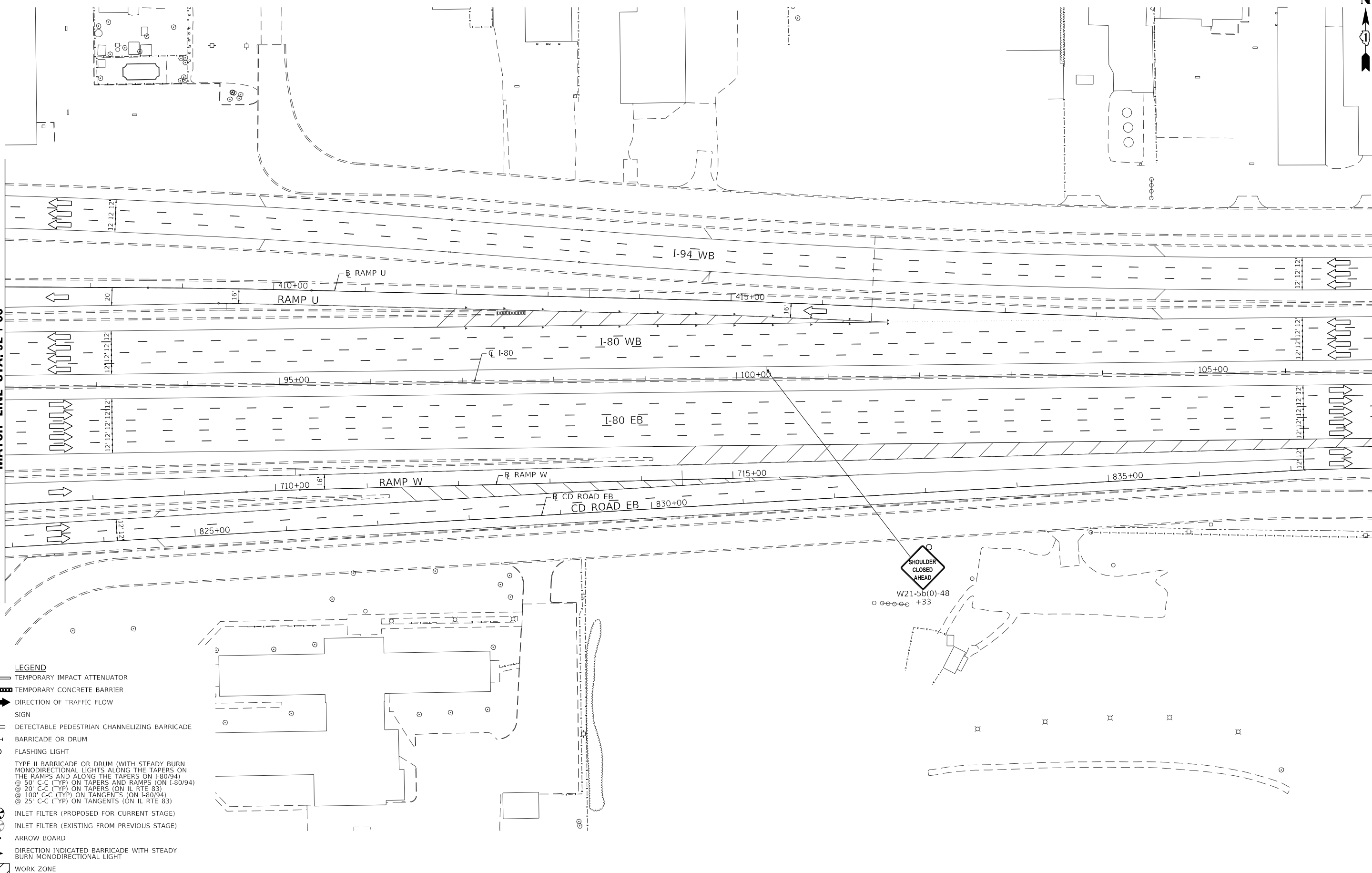
SCALE: 1"=50' SHEET 12 OF 18 SHEETS STA. 77+00 TO STA. 92+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	25
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

MODEL: \\s00delnames
 FILE: \\s00delnames
 PROJECT: \\s00delnames
 SHEET: \\s00delnames

SEE SHEET NO. 4
 MATCH LINE STA. 92+00

MATCH LINE STA. 107+00
 SEE SHEET NO. 6



LEGEND

- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
- BARRICADE OR DRUM
- FLASHING LIGHT
- TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
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- @ 100' C-C (TYP) ON TANGENTS (ON I-80/94)
- @ 25' C-C (TYP) ON TANGENTS (ON IL RTE 83)
- INLET FILTER (PROPOSED FOR CURRENT STAGE)
- INLET FILTER (EXISTING FROM PREVIOUS STAGE)
- ARROW BOARD
- DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- WORK ZONE



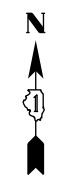
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DRAWN - AMK	REVISIONS -	
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PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
I-80 /94 - STAGE 1B

SCALE: 1"=50' SHEET 13 OF 18 SHEETS STA. 92+00 TO STA. 107+00

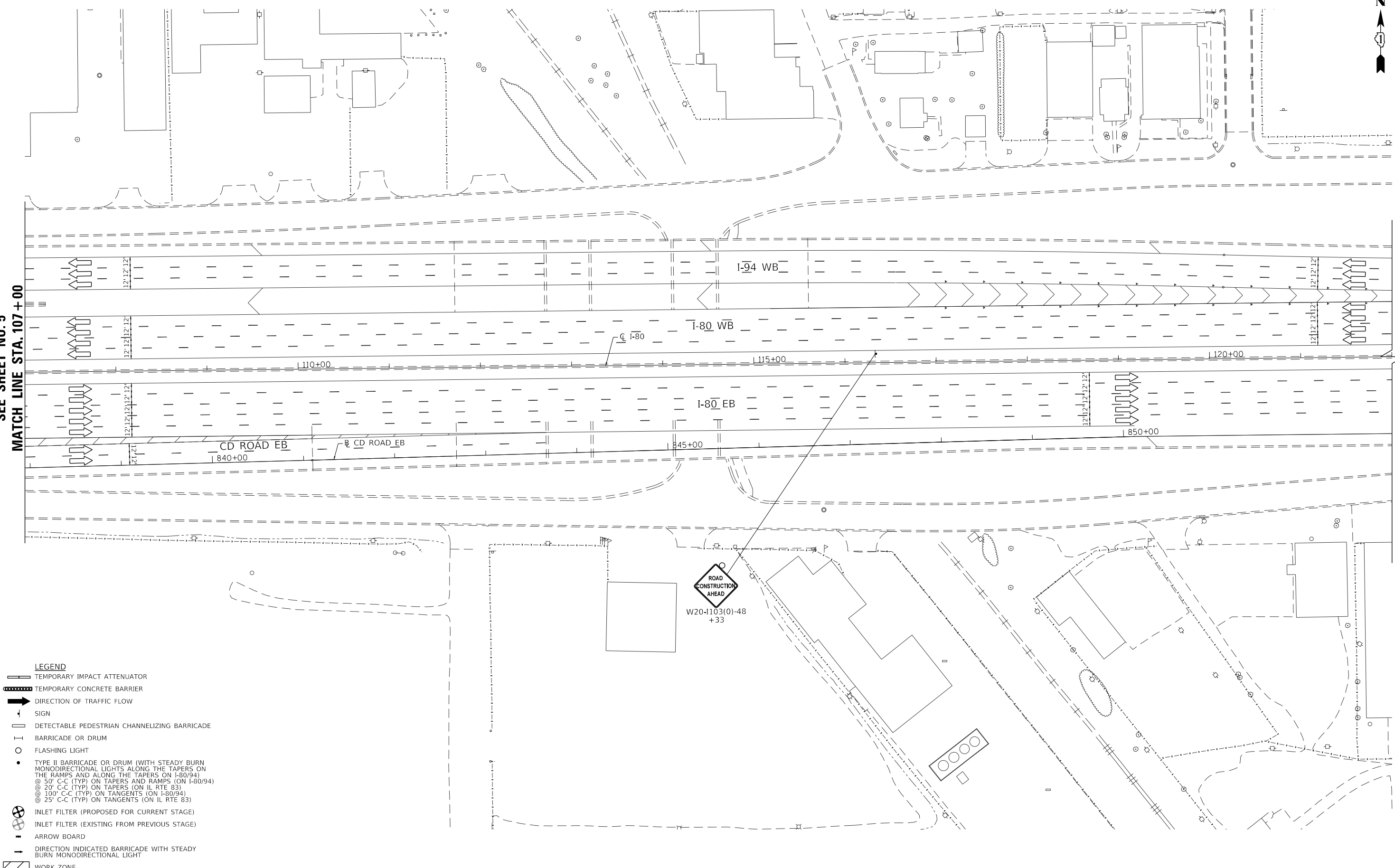
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80/94	2017-022TS	COOK	55	26
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				



MODEL: \\S01DEL\NAME\... FILE: \\S01DEL\NAME\... PROJECT: CH401 - Chicago I-80 and Torrence Monotube I-80 - Road I-80/94 - Sheet 170003-SHT-101-13

SEE SHEET NO. 5
MATCH LINE STA. 107 + 00

I-80



- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
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 - INLET FILTER (PROPOSED FOR CURRENT STAGE)
 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
 - ARROW BOARD
 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE



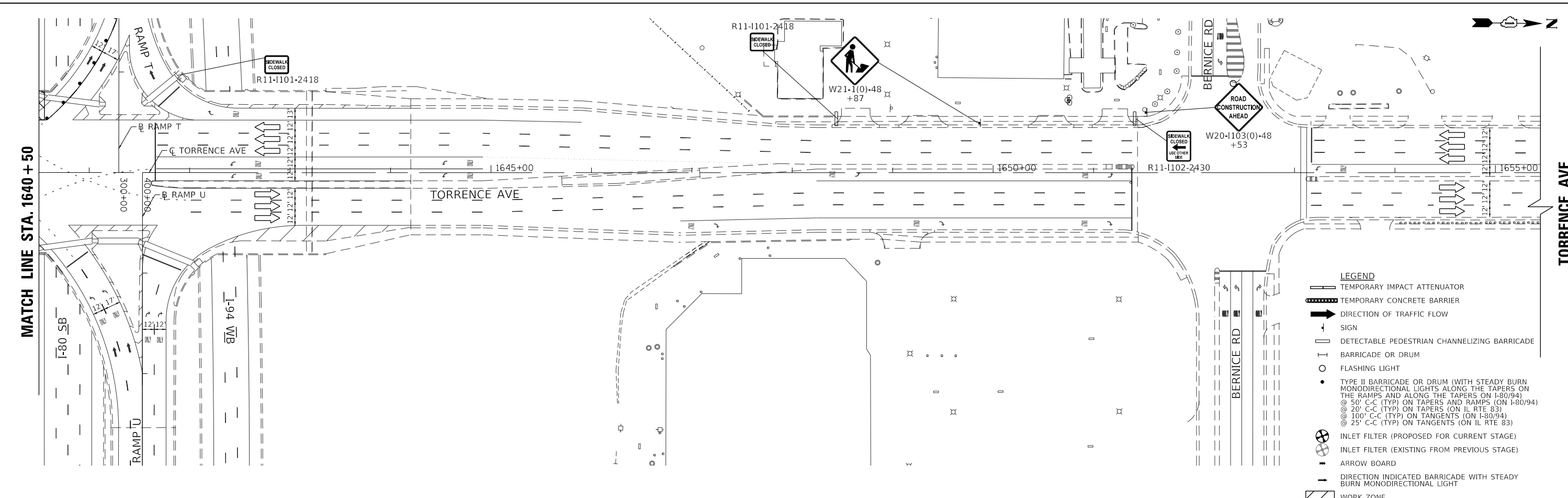
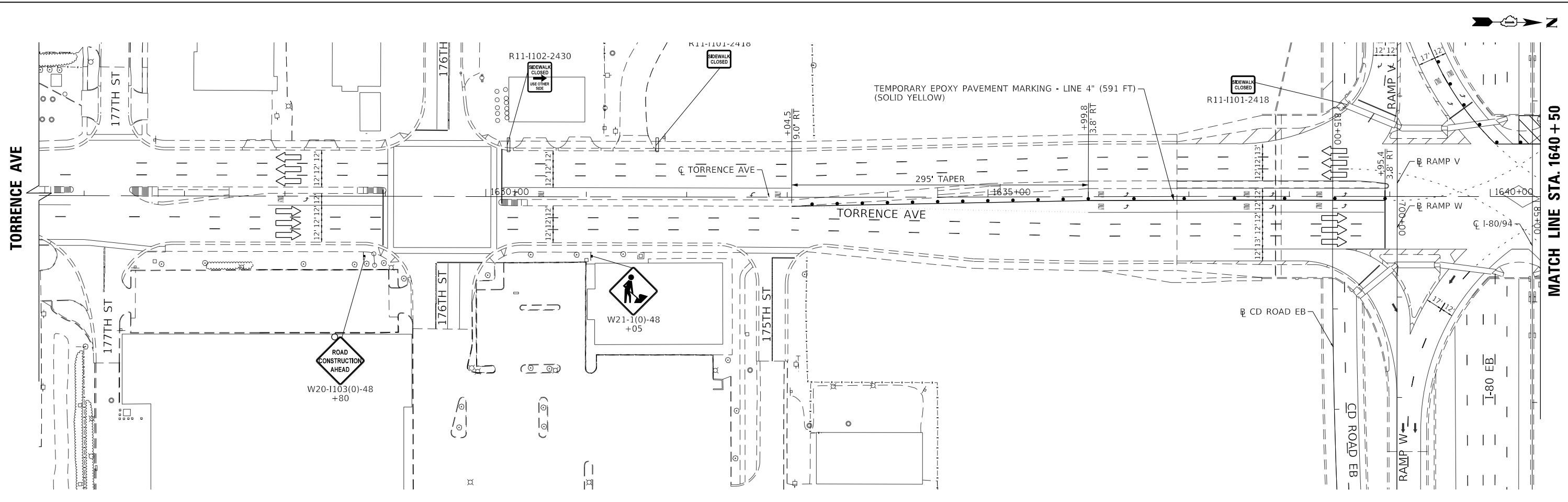
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PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
I-80 /94 - STAGE 1B
 SCALE: 1"=50' SHEET 14 OF 18 SHEETS STA. 107+00 TO STA. 122+00

F.A.J. RTE. 80/94	SECTION 2017-022TS	COUNTY COOK	TOTAL SHEETS 55	SHEET NO. 27
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

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- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
 - TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
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 - INLET FILTER (PROPOSED FOR CURRENT STAGE)
 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
 - ARROW BOARD
 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE



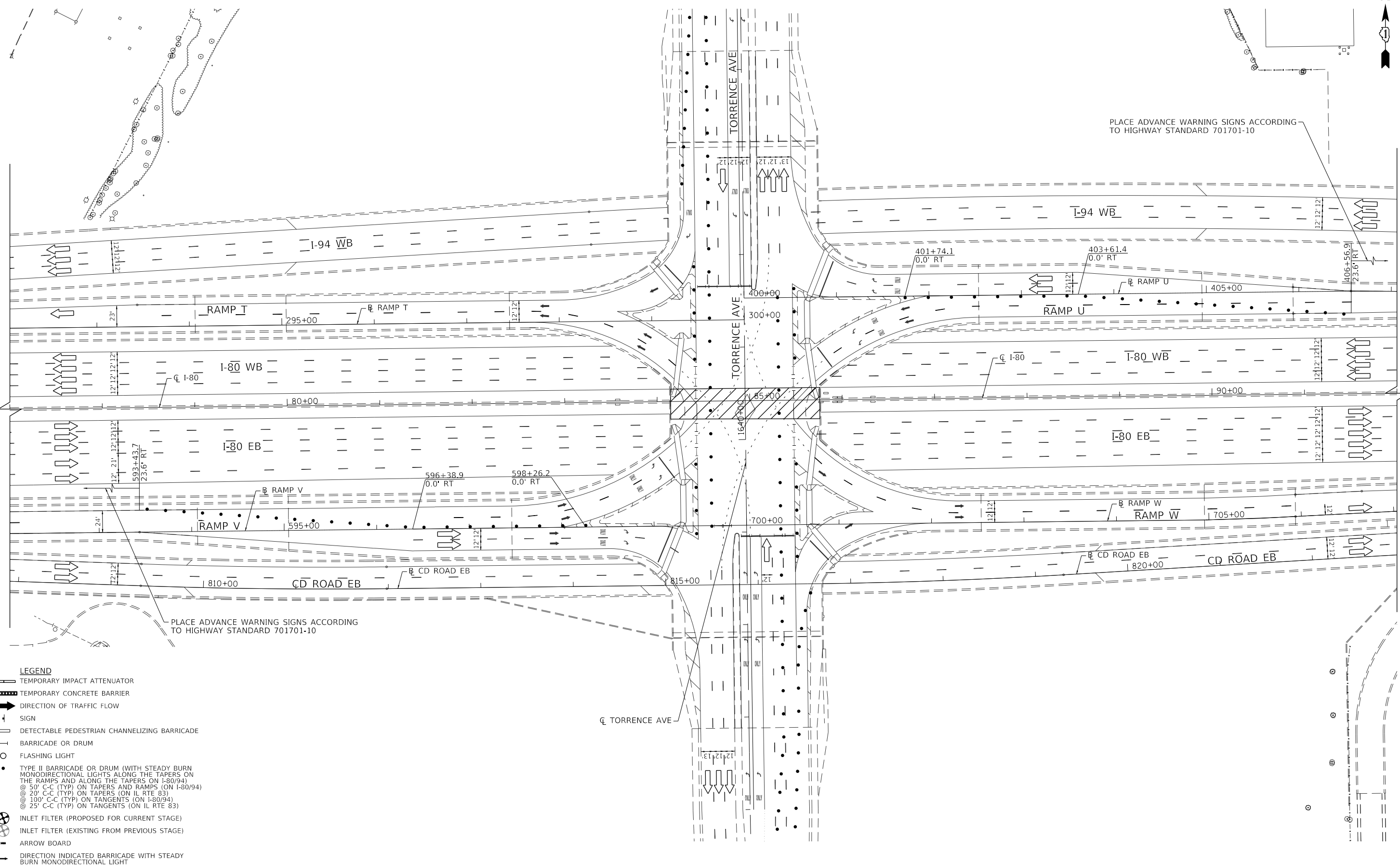
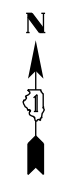
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PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
 TORRENCE AVE - STAGE 1B**

SCALE: 1"=50' SHEET 15 OF 18 SHEETS STA. 1625+50 TO STA. 1655+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	28
				CONTRACT NO. 62F32
		ILLINOIS	FED. AID PROJECT	



PLACE ADVANCE WARNING SIGNS ACCORDING TO HIGHWAY STANDARD 701701-10

PLACE ADVANCE WARNING SIGNS ACCORDING TO HIGHWAY STANDARD 701701-10

- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
 - TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
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 - @ 20' C-C (TYP) ON TAPERS (ON IL RTE 83)
 - @ 100' C-C (TYP) ON TANGENTS (ON I-80/94)
 - @ 25' C-C (TYP) ON TANGENTS (ON IL RTE 83)
 - INLET FILTER (PROPOSED FOR CURRENT STAGE)
 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
 - ARROW BOARD
 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE

MODEL: \\S01DEL\NAME\...
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 PROJECT: CH401 - Chicago I-80/94
 SHEET: 170003-SHT-401-15



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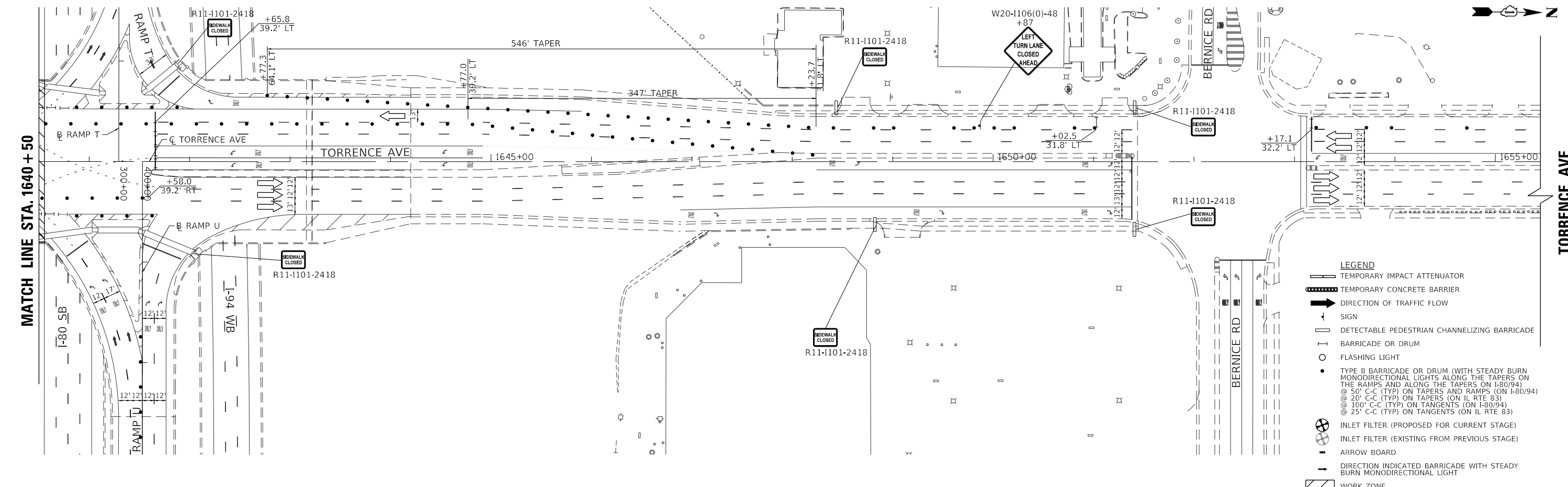
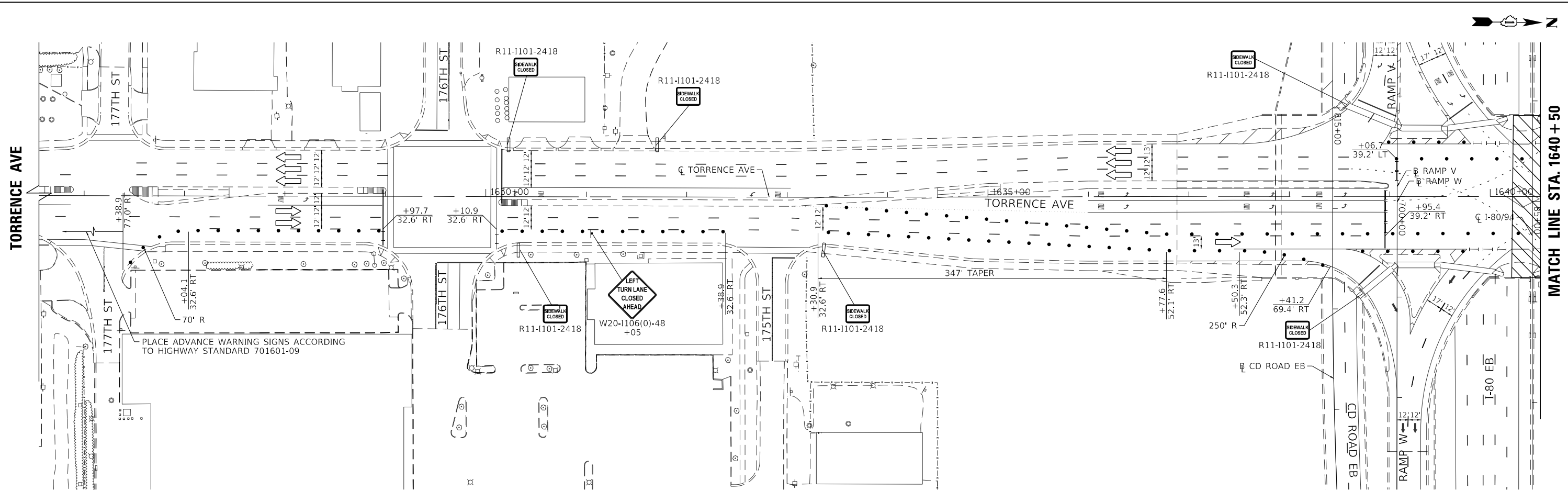
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
I-80 /94 - STAGE 2 - 15 MIN FULL STOP

SCALE: 1"=50' SHEET 16 OF 18 SHEETS STA. 77+00 TO STA. 92+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	29
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

MODEL: \\s01\DELINAME\ FILE: \\s01\DELINAME\proj\1770038 - L80 and Torrence Monotube\1770038_01 - Road\303.01 - Sheets\1770038_SHT-MOT-16



- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
 - TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
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 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
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 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE



USER NAME = amkidd	DESIGNED - AMK	REVISED -
	DRAWN - AMK	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

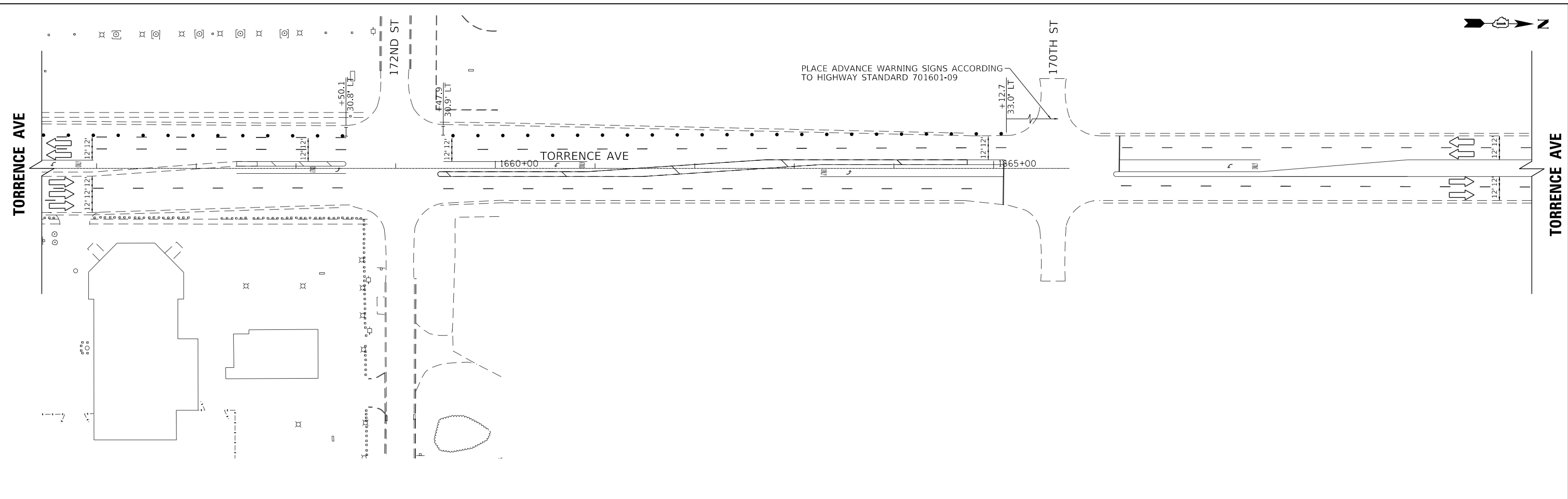
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
TORRENCE AVE - STAGE 2 - 15 MIN FULL STOP**

SCALE: 1"=50' SHEET 17 OF 18 SHEETS STA. 1625+50 TO STA. 1655+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	30
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

MODEL: \\MODEL\NAMES
 FILE: \\NAME: p:\itgshmin01\ae\transyscorp.com\transyscorp\pwa\Documents\Projects\CH401 - Chicago\1401170038 - 140 and Torrence Monotube\170038 - Road\303.01 - Sheets\170038_SHT_401-17



- LEGEND**
- TEMPORARY IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - DIRECTION OF TRAFFIC FLOW
 - SIGN
 - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
 - BARRICADE OR DRUM
 - FLASHING LIGHT
 - TYPE II BARRICADE OR DRUM (WITH STEADY BURN MONODIRECTIONAL LIGHTS ALONG THE TAPERS ON THE RAMP AND ALONG THE TAPERS ON I-80/94)
 - @ 50' C-C (TYP) ON TAPERS AND RAMP (ON I-80/94)
 - @ 20' C-C (TYP) ON TAPERS (ON IL RTE 83)
 - @ 100' C-C (TYP) ON TANGENTS (ON I-80/94)
 - @ 25' C-C (TYP) ON TANGENTS (ON IL RTE 83)
 - INLET FILTER (PROPOSED FOR CURRENT STAGE)
 - INLET FILTER (EXISTING FROM PREVIOUS STAGE)
 - ARROW BOARD
 - DIRECTION INDICATED BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORK ZONE

	USER NAME = amkidd	DESIGNED - AMK	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED - JLV	REVISED -
	PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

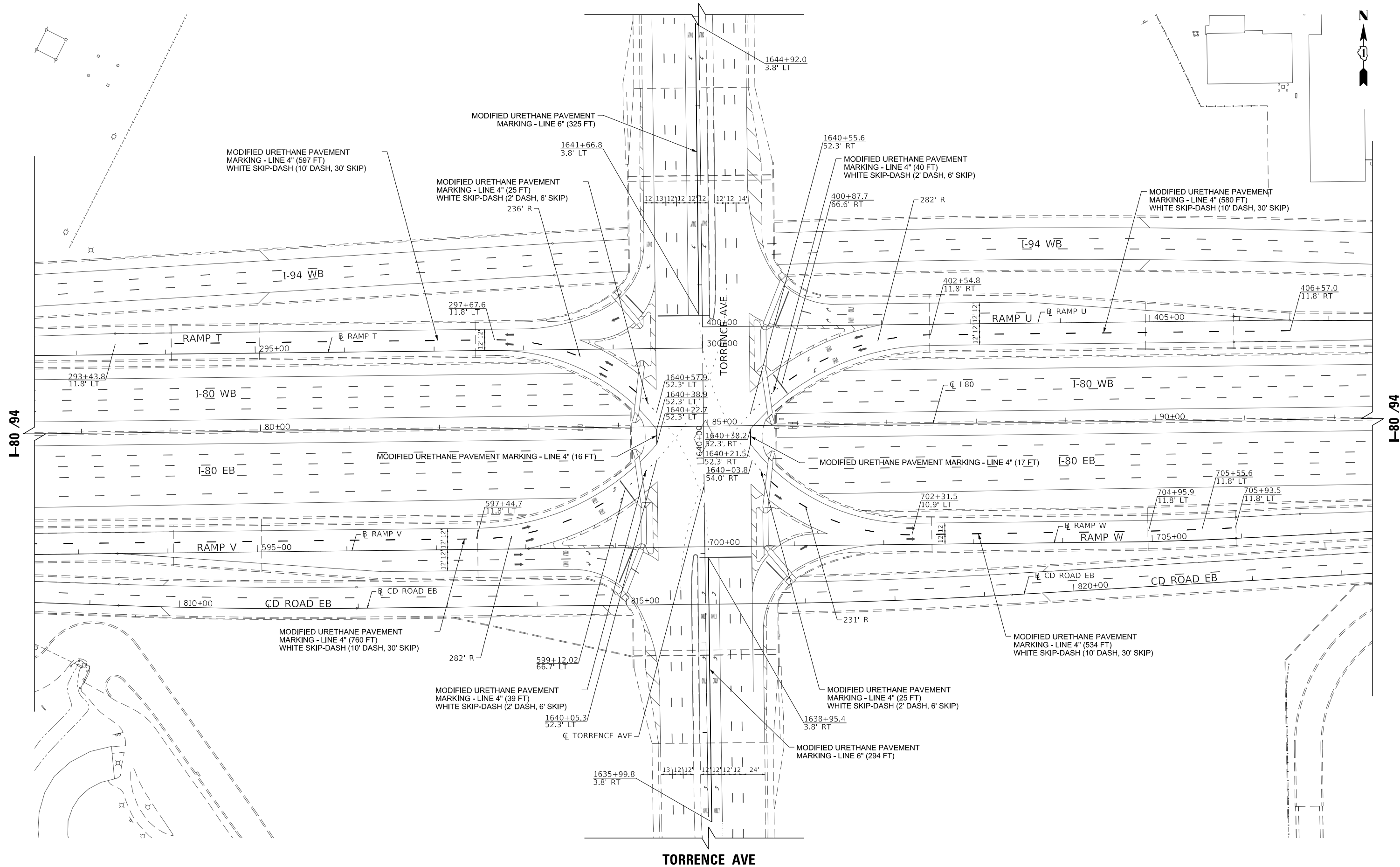
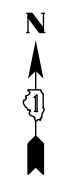
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
TORRENCE AVE - STAGE 2 - 15 MIN FULL STOP**

SCALE: 1"=50' SHEET 18 OF 18 SHEETS STA. 1655+50 TO STA. 1665+76

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	31
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

TORRENCE AVE



TORRENCE AVE

MODEL: \\MODEL\NAME: FILE: \\NAME: PROJECT: \\PROJECT\PROJECTS\CH01 - Chicago\9401170038 - I-80 and Torrence Monotube\303.00 - Streets\ Pavement Markings



USER NAME = amkidd	DESIGNED - AMK	REVISED -
DRAWN - AMK	REVISOR -	
PLOT SCALE = 100.0000' / in.	CHECKED - JLV	REVISOR -
PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISOR -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

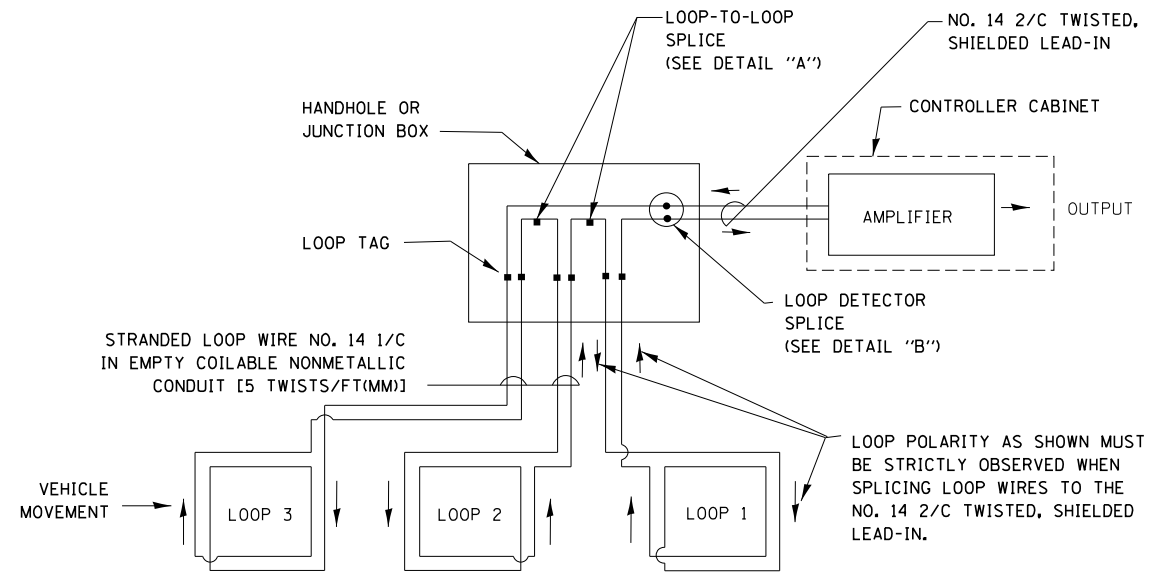
PAVEMENT MARKING PLAN

SCALE: 1"=50' SHEET 1 OF 1 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	32
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

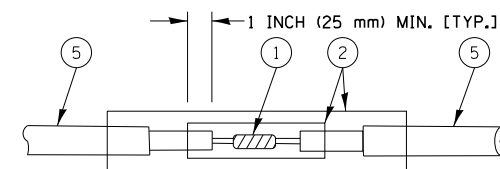
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

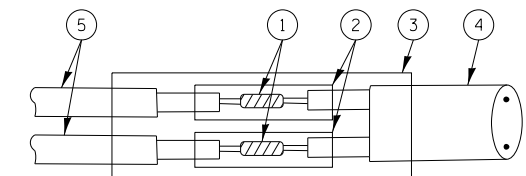


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

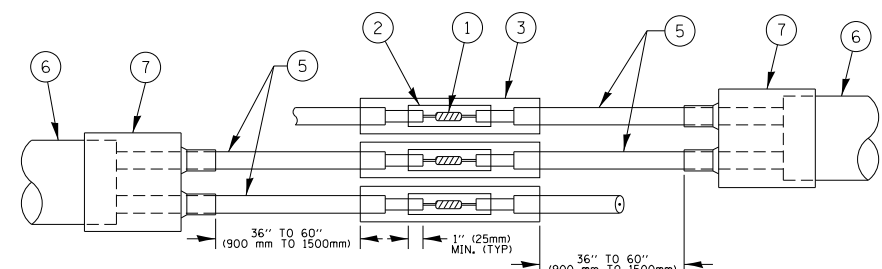


DETAIL "A"
LOOP-TO-LOOP SPLICE

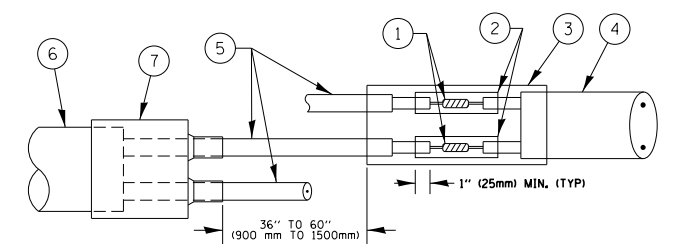


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



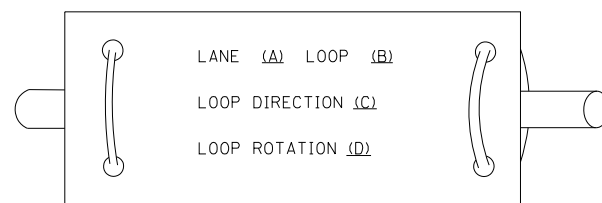
DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP LEAD-IN CABLE TAG



- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

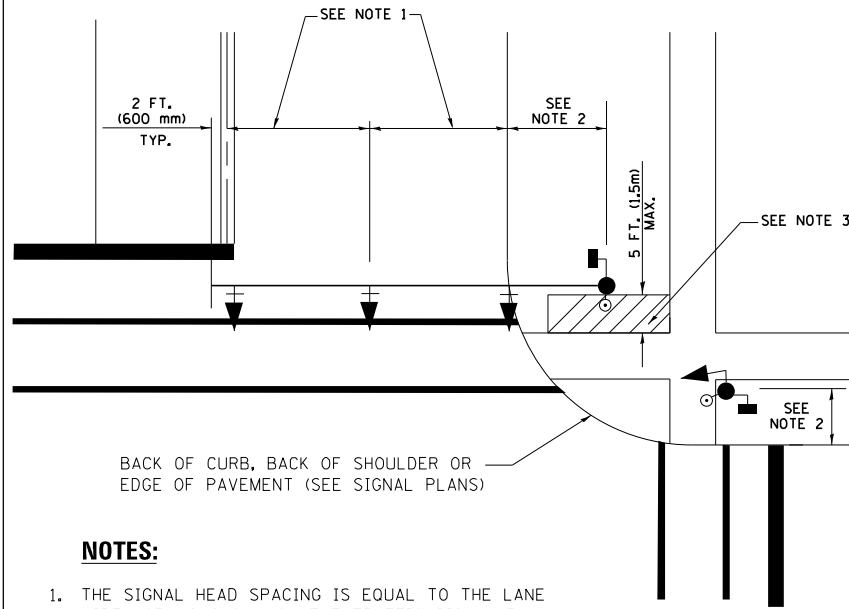
LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH, THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PREFORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

TS SHT NO. 02

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		PLOT SCALE = 50.0000' / in.	CHECKED - DAD		REVISED -				TS-05		CONTRACT NO.	62F32
		PLOT DATE = 1/13/2014	DATE - 10-28-09		REVISED -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

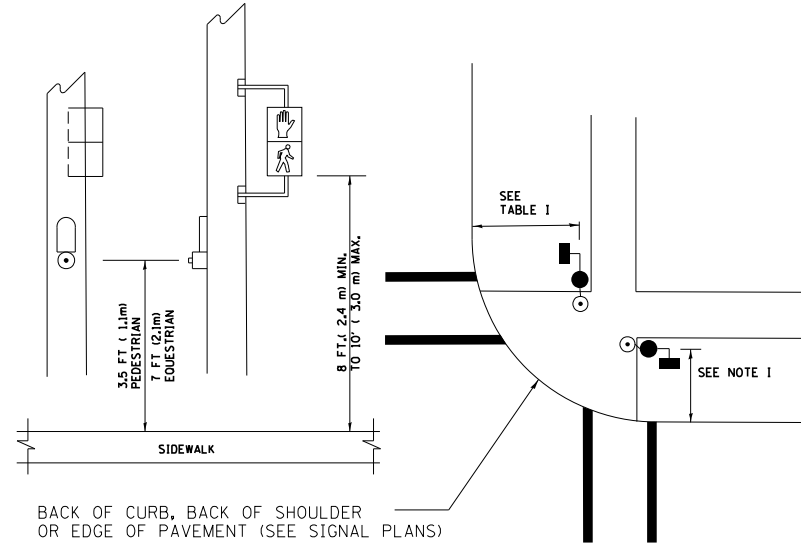
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

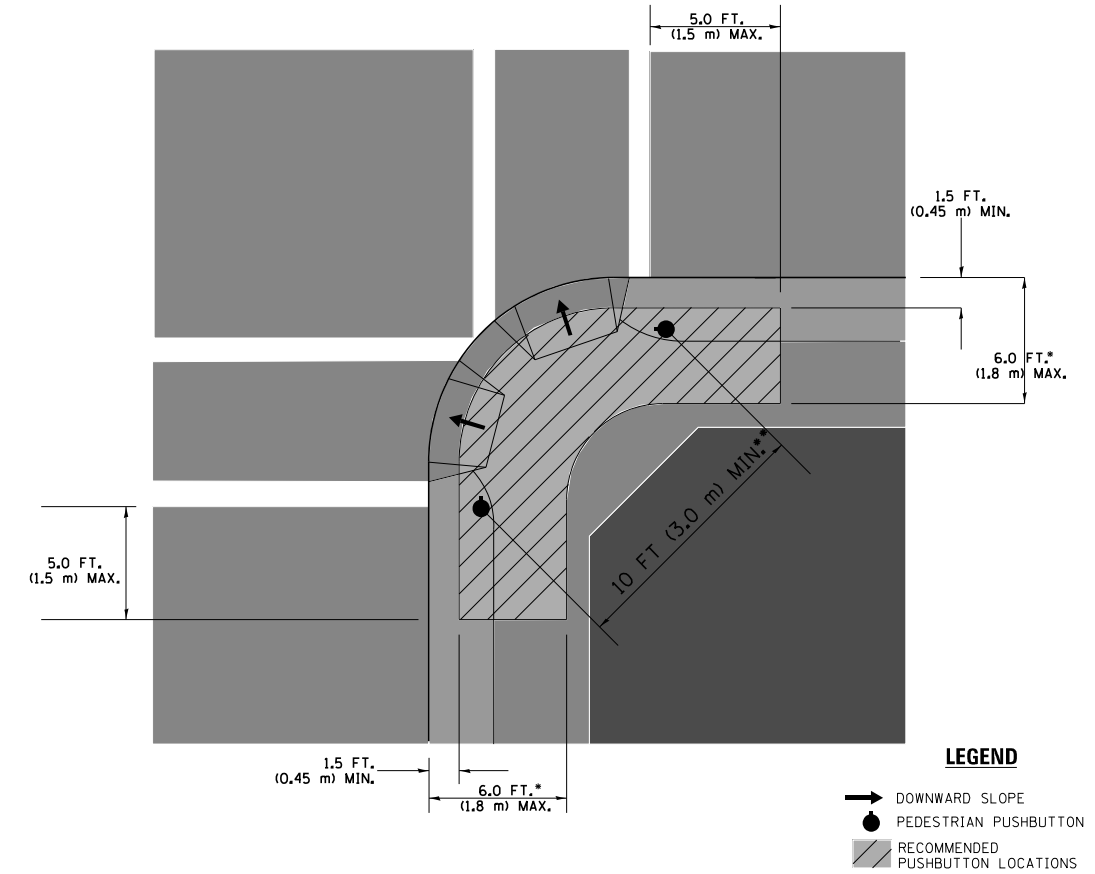
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

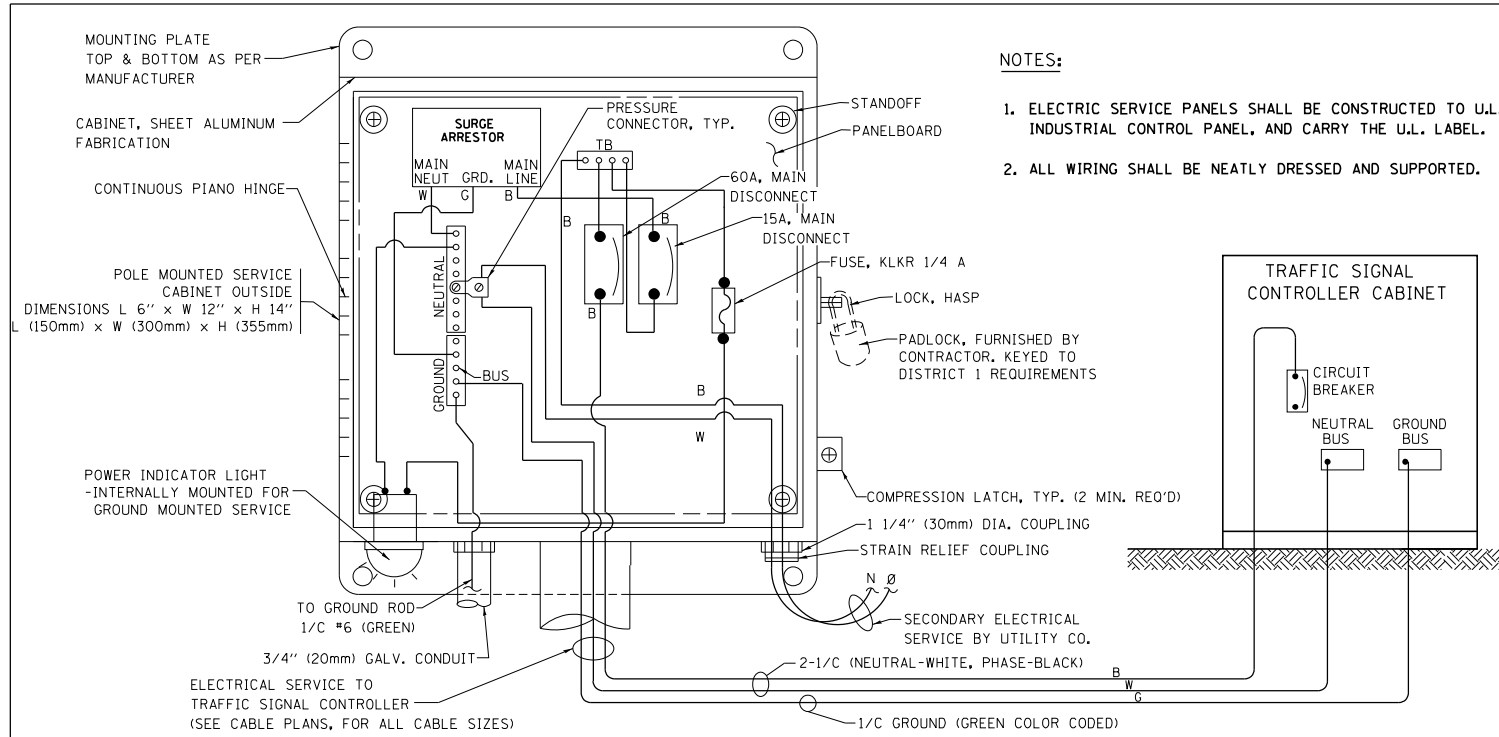
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

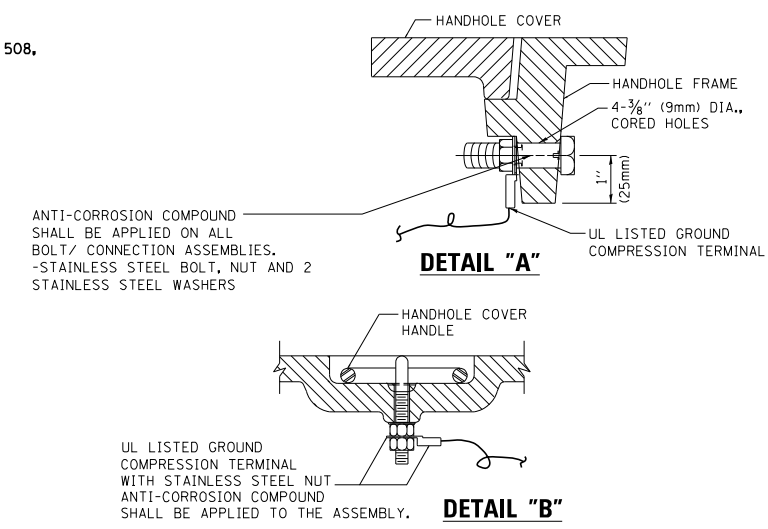
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

TS SHT NO. 03

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVISED -	TS-05			CONTRACT NO. 62F32				
PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET NO. 3 OF 7 SHEETS	STA.	TO STA.			

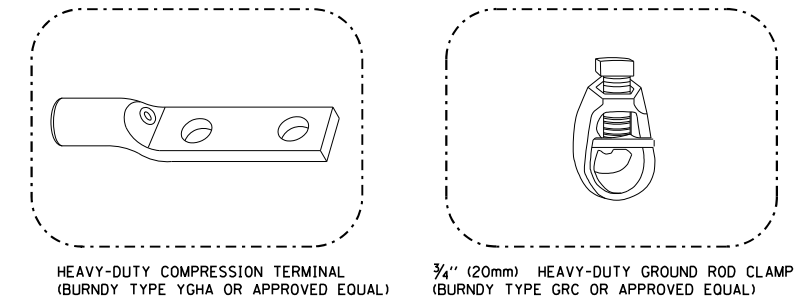
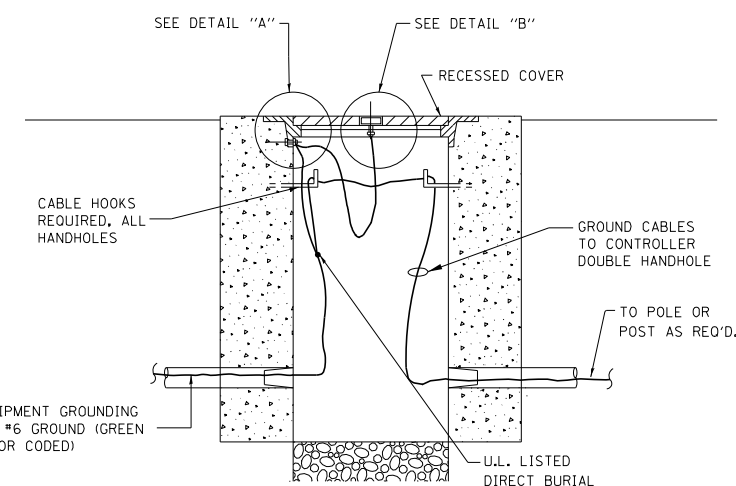


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**

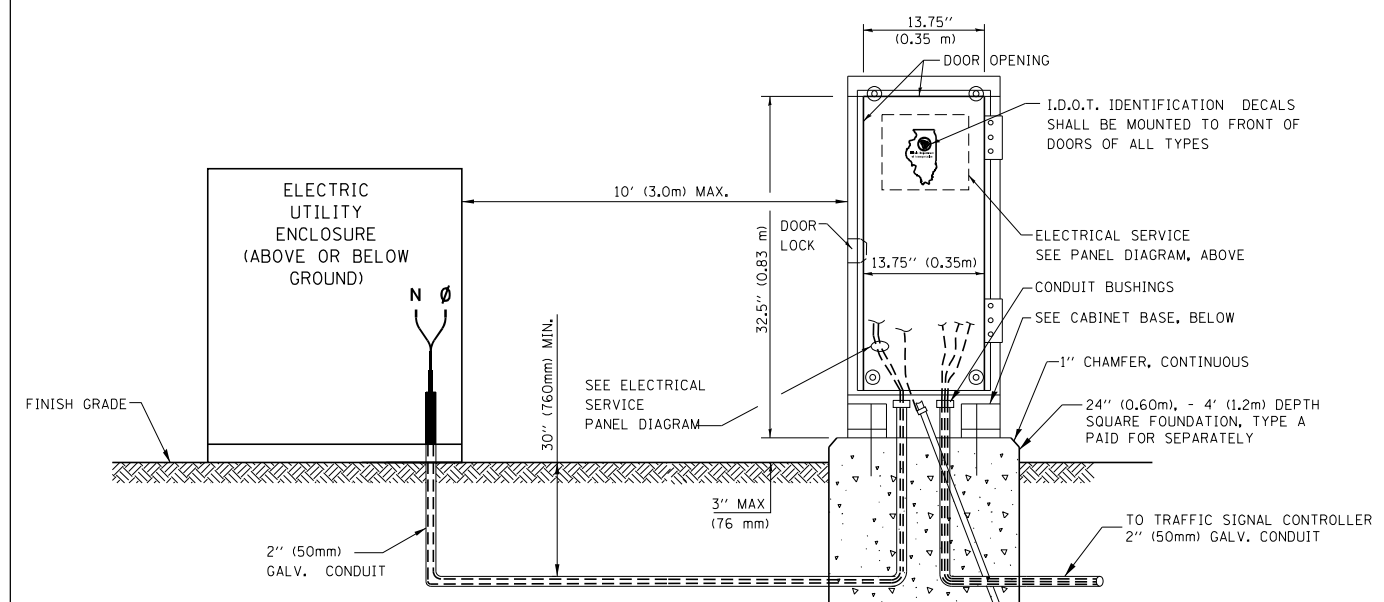
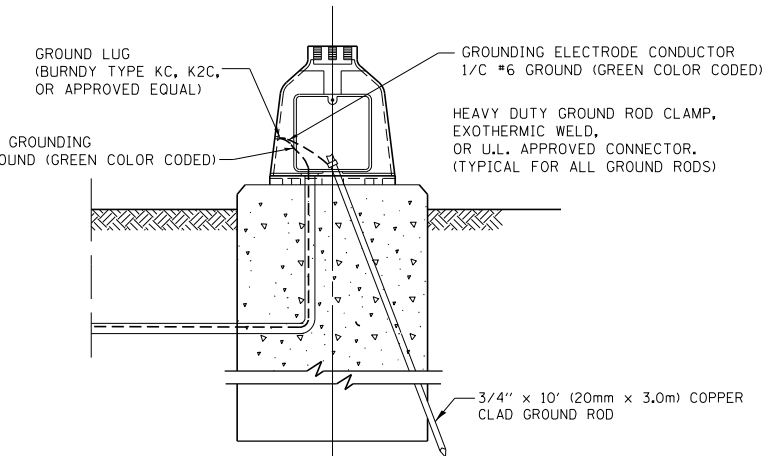
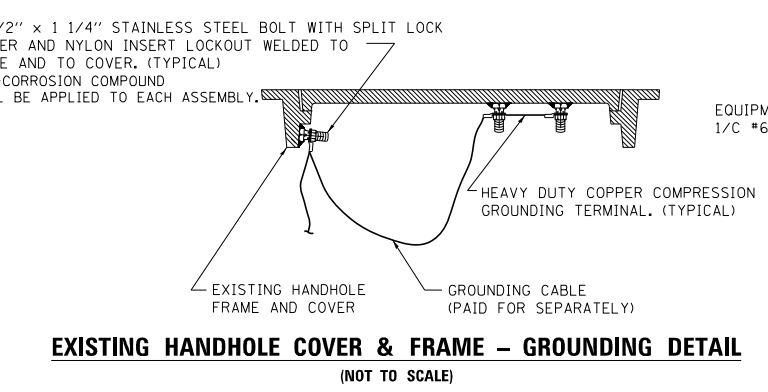


**NOTES:
GROUNDING SYSTEM**

- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
- THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

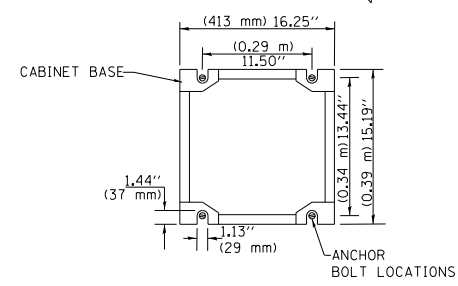


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



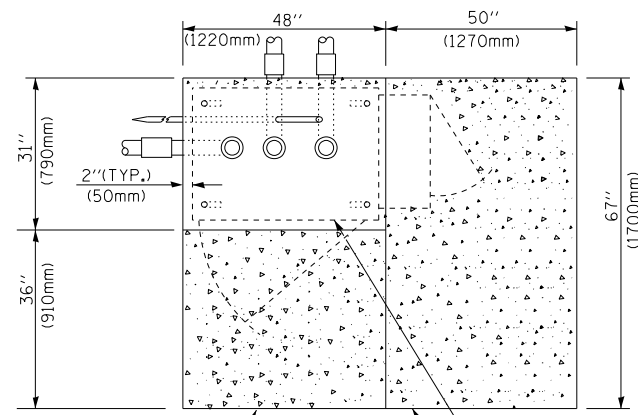
**SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)**

**CABINET – BASE BOLT PATTERN
(NOT TO SCALE)**

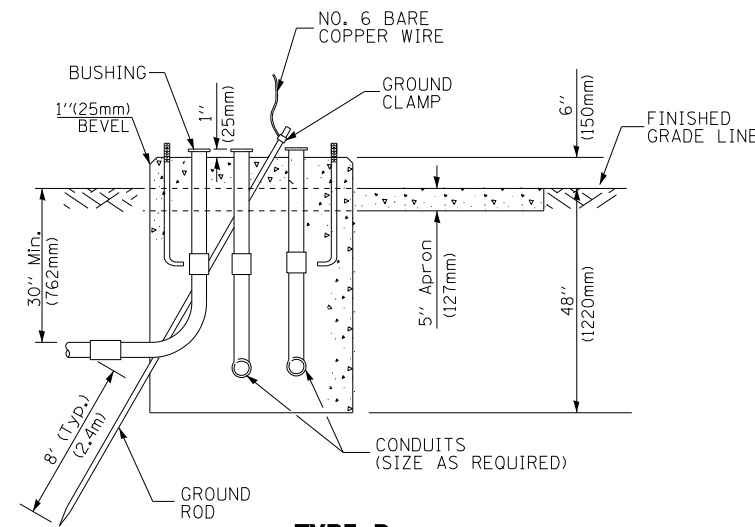


TS SHT NO. 04

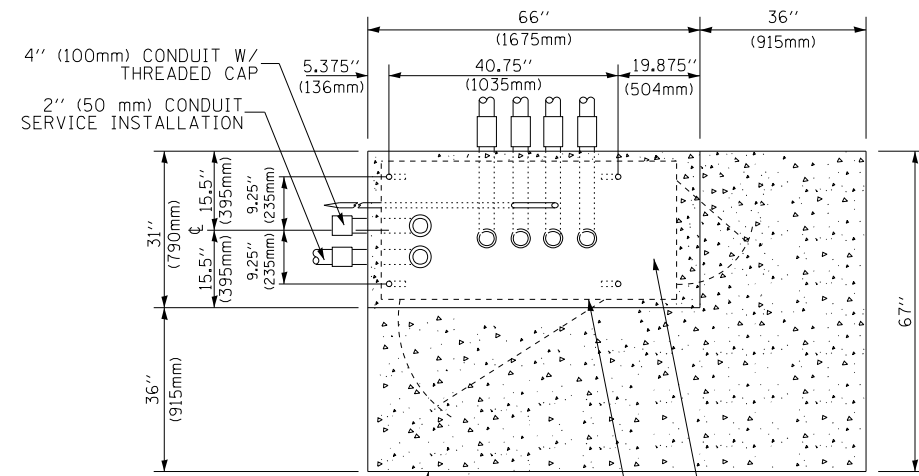
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		CHECKED - DAD	REVISED -						TS-05		CONTRACT NO. 62F32		
		DATE - 10-28-09	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



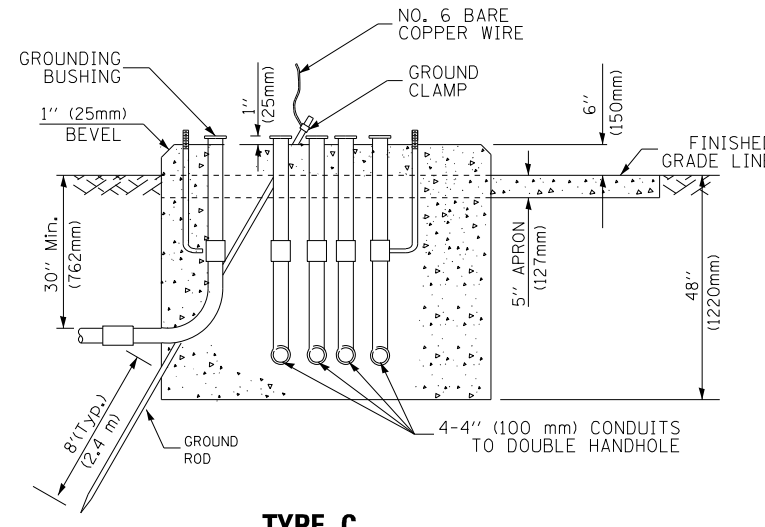
TOP VIEW



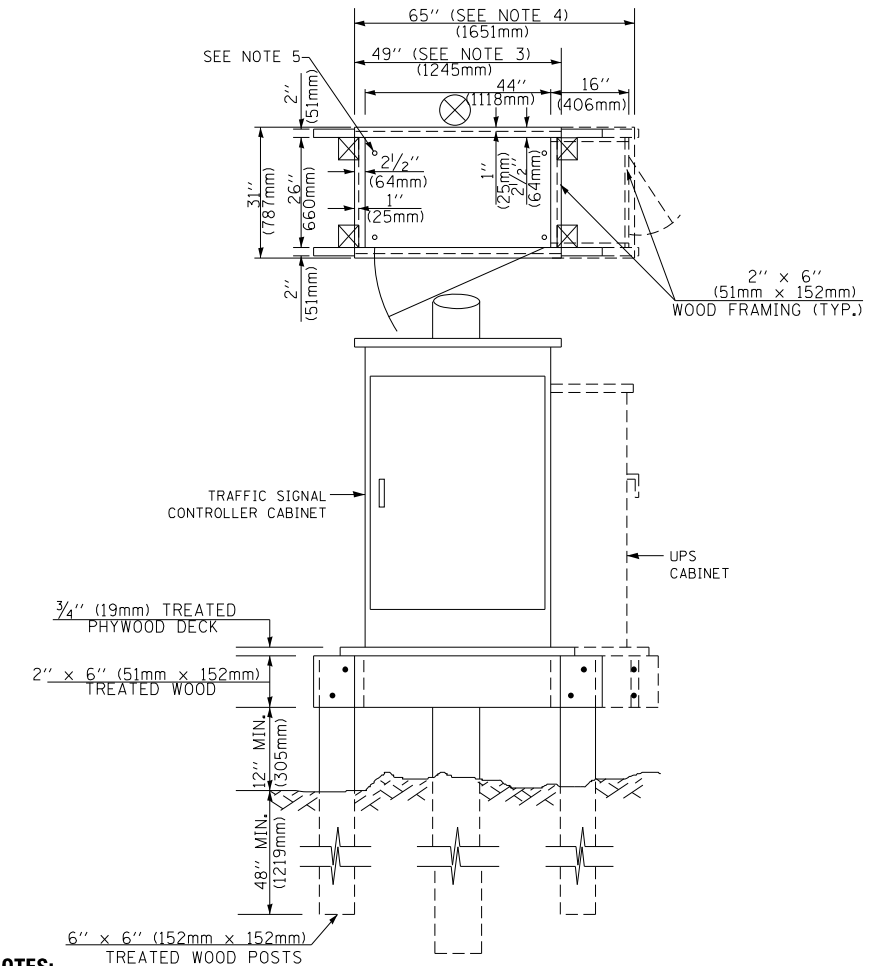
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



TOP VIEW



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average unconfined compressive strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

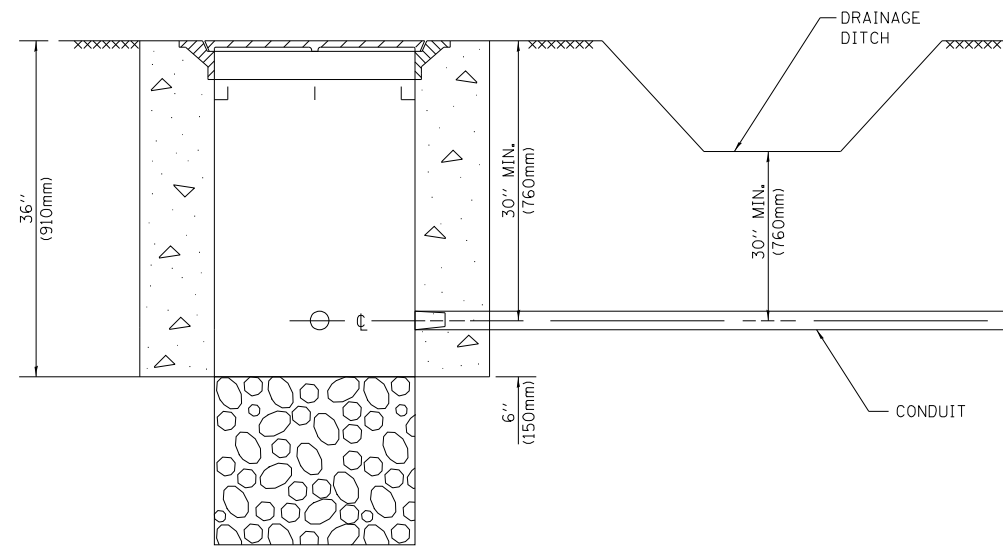
TS SHT NO. 05

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	PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE	
STANDARD TRAFFIC SIGNAL DESIGN DETAILS	
SCALE: NONE	SHEET NO. 5 OF 7 SHEETS STA. TO STA.

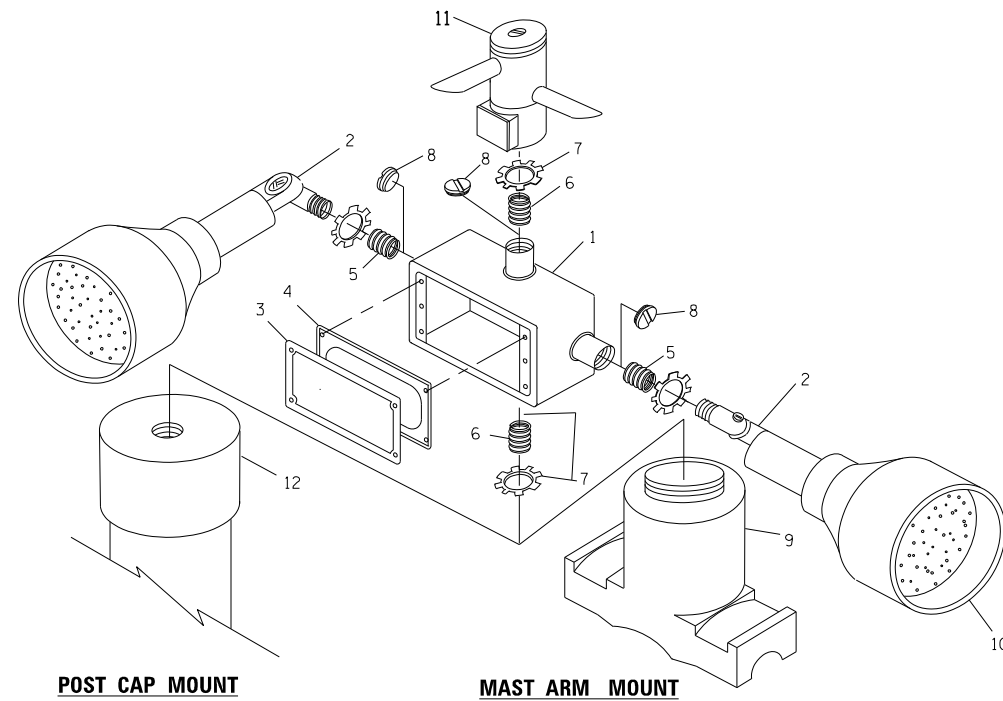
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-022TS	COOK	55	37
TS-05			CONTRACT NO. 62F32	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



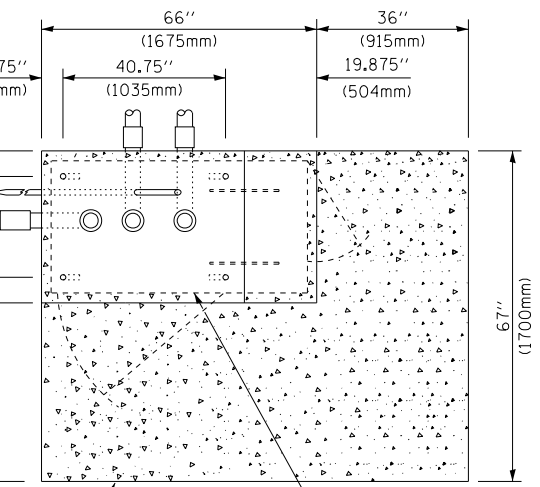
NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

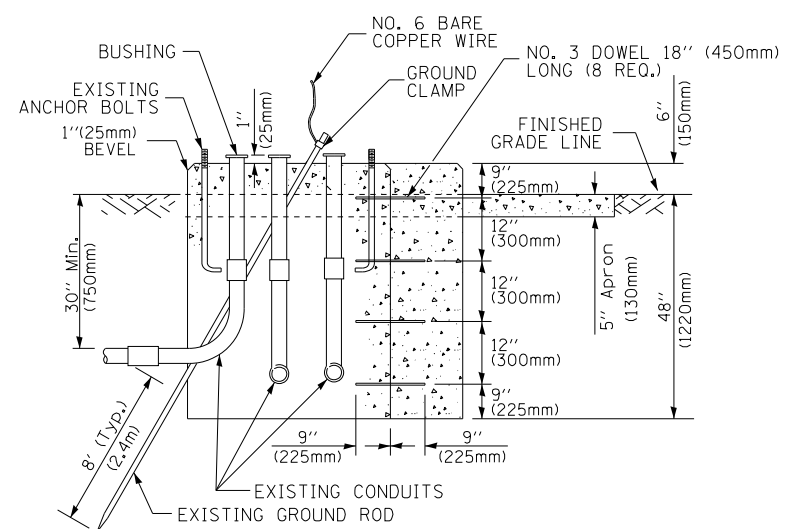
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW
(NOT TO SCALE)

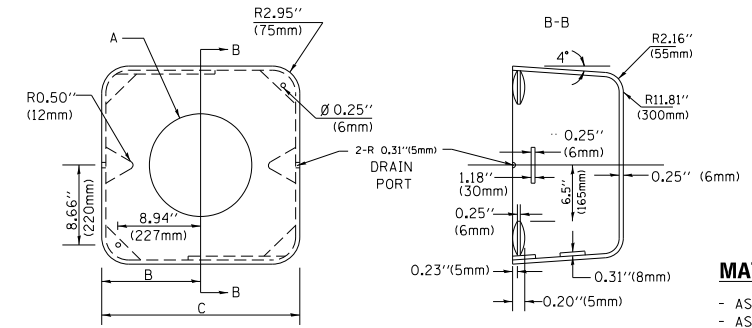


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIABLES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIABLES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIABLES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

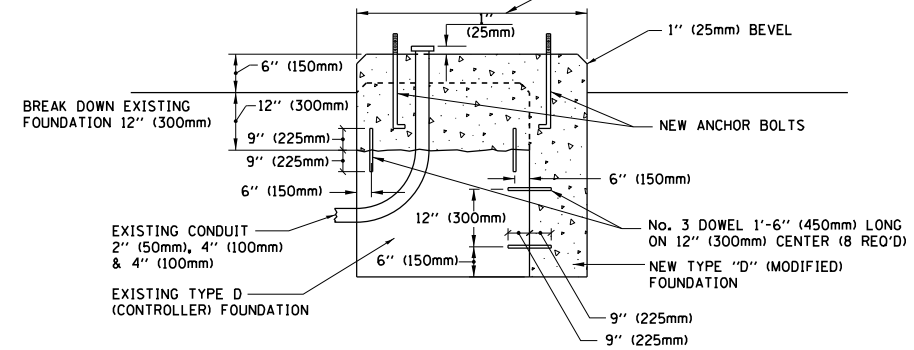
SHROUD

NOTES:

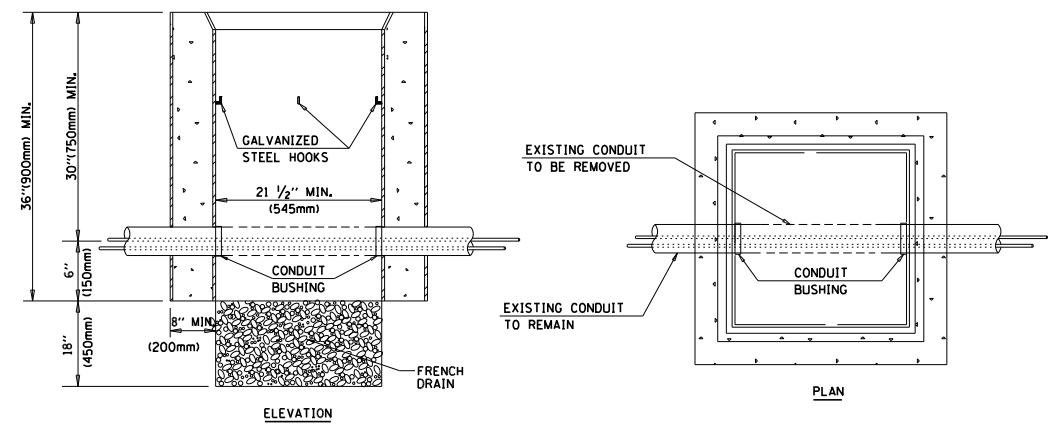
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

TS SHT NO. 06

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
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	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

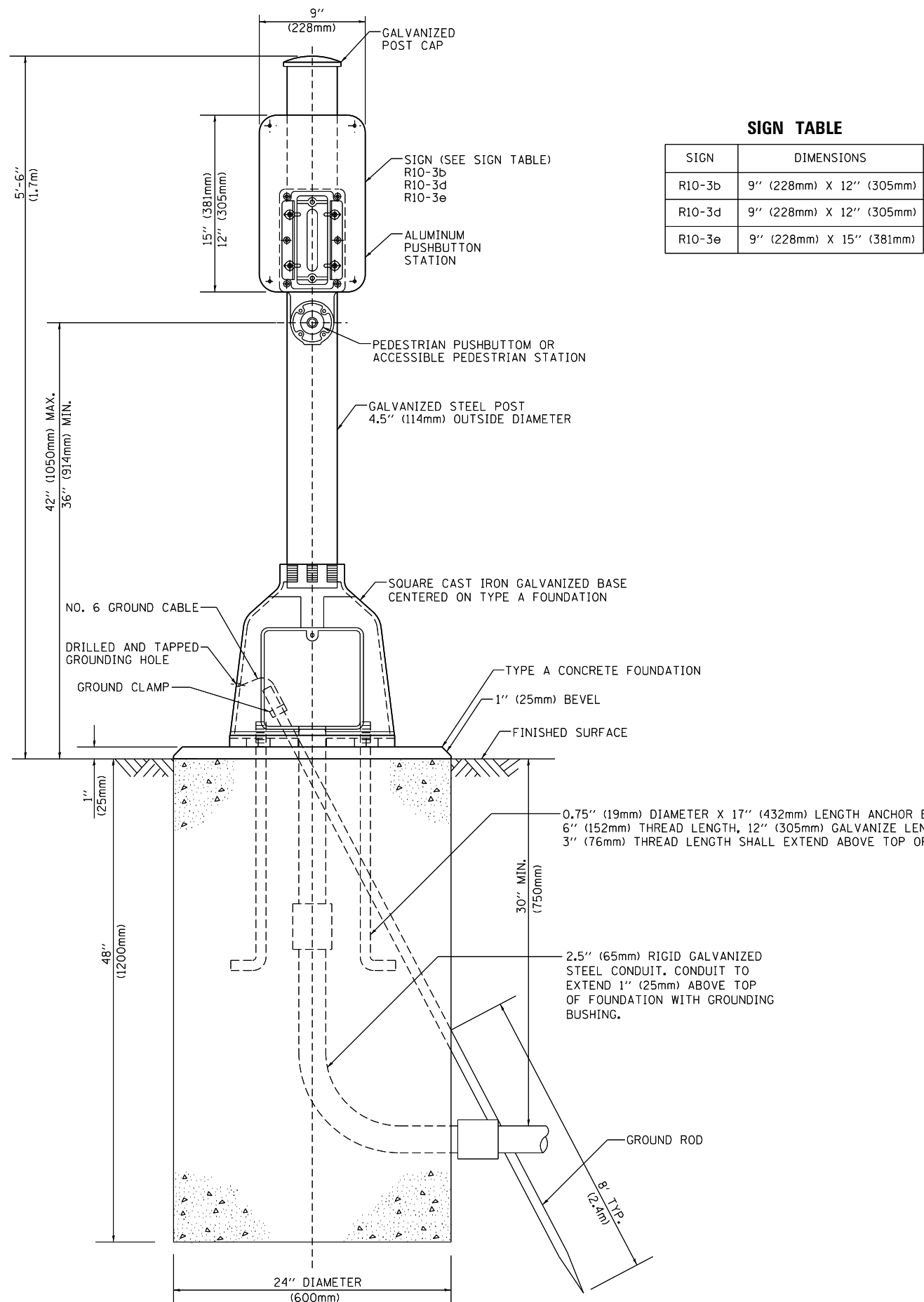
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA. TO STA.

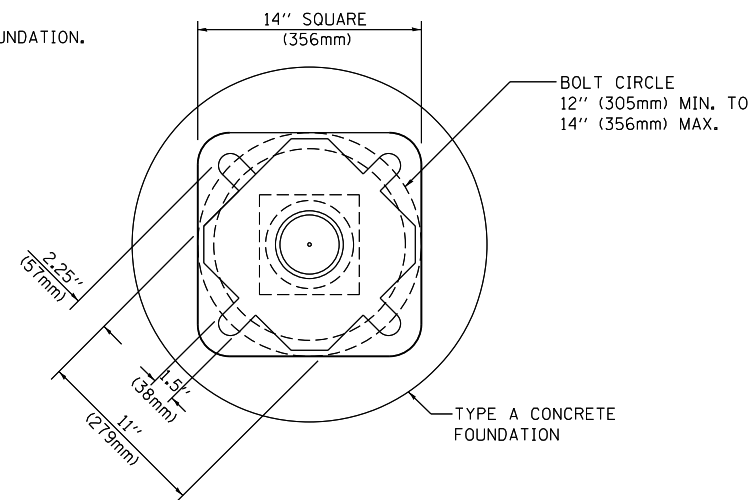
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-022TS	COOK	55	38
TS-05		CONTRACT NO. 62F32		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TS SHT NO. 07



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
ct:\pwork\pwork\footemj\d0108315\ts05.dgn		DRAWN - GND	REVISED -
PLOT SCALE = 50.0000' / in.		CHECKED - DAD	REVISED -
PLOT DATE = 1/13/2014		DATE - 10/1/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 7 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-022TS	COOK	55	39
TS-05		CONTRACT NO. 62F32		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

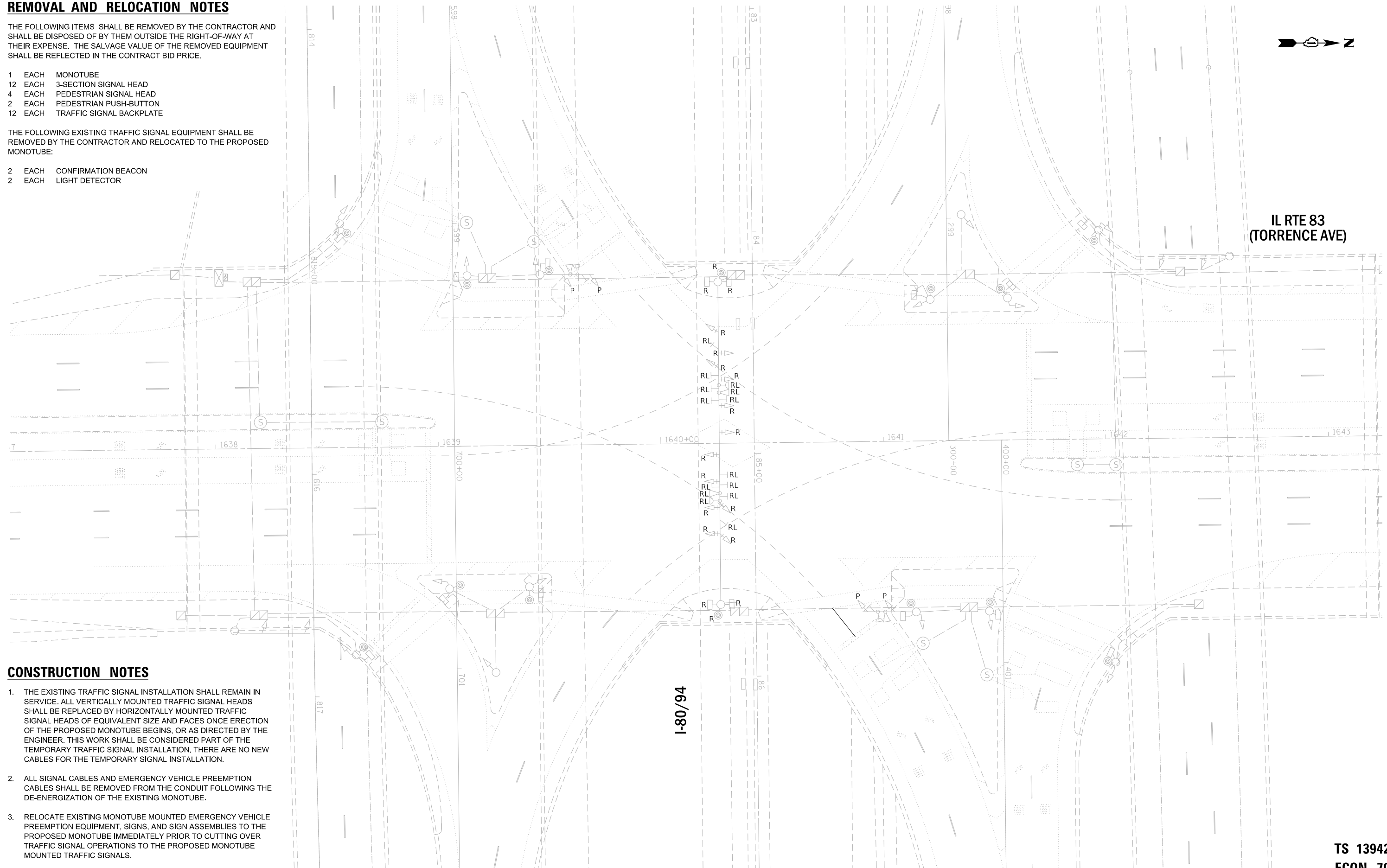
REMOVAL AND RELOCATION NOTES

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 1 EACH MONOTUBE
- 12 EACH 3-SECTION SIGNAL HEAD
- 4 EACH PEDESTRIAN SIGNAL HEAD
- 2 EACH PEDESTRIAN PUSH-BUTTON
- 12 EACH TRAFFIC SIGNAL BACKPLATE

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED MONOTUBE:

- 2 EACH CONFIRMATION BEACON
- 2 EACH LIGHT DETECTOR



**IL RTE 83
(TORRENCE AVE)**

I-80/94

CONSTRUCTION NOTES

1. THE EXISTING TRAFFIC SIGNAL INSTALLATION SHALL REMAIN IN SERVICE. ALL VERTICALLY MOUNTED TRAFFIC SIGNAL HEADS SHALL BE REPLACED BY HORIZONTALLY MOUNTED TRAFFIC SIGNAL HEADS OF EQUIVALENT SIZE AND FACES ONCE ERECTION OF THE PROPOSED MONOTUBE BEGINS, OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED PART OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THERE ARE NO NEW CABLES FOR THE TEMPORARY SIGNAL INSTALLATION.
2. ALL SIGNAL CABLES AND EMERGENCY VEHICLE PREEMPTION CABLES SHALL BE REMOVED FROM THE CONDUIT FOLLOWING THE DE-ENERGIZATION OF THE EXISTING MONOTUBE.
3. RELOCATE EXISTING MONOTUBE MOUNTED EMERGENCY VEHICLE PREEMPTION EQUIPMENT, SIGNS, AND SIGN ASSEMBLIES TO THE PROPOSED MONOTUBE IMMEDIATELY PRIOR TO CUTTING OVER TRAFFIC SIGNAL OPERATIONS TO THE PROPOSED MONOTUBE MOUNTED TRAFFIC SIGNALS.

TS SHT NO 08

FILE NAME: P:\02_209_002_003_003_PTB_173_12_Traffic_Signal_Design\Design\01-Torrence at I-80\CADD\CADD_Sheets\110613\sheet-emp-pblm-signal.dgn



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DRAWN - SVJ	REVISIONS -	
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PLOT DATE =	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

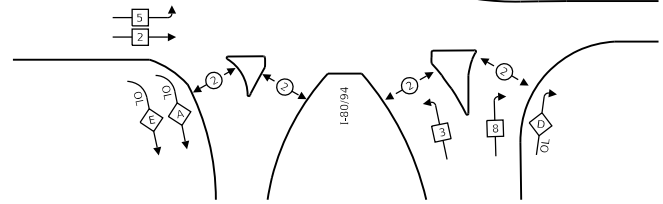
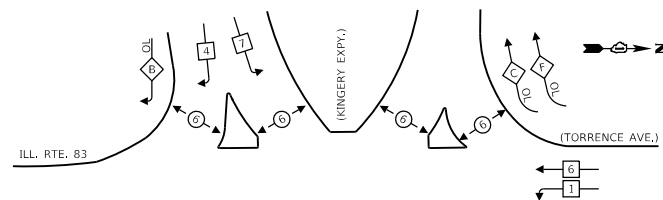
**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN
TORRENCE AVENUE (IL ROUTE 83) AT I-80/94 (KINGERY EXPRESSWAY)**

F.A.I. RTE. 80	SECTION 2017-022TS	COUNTY COOK	TOTAL SHEETS 55	SHEET NO. 40
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

**TS 13942
ECON 70**

SCALE: SHEET OF SHEETS STA. TO STA.

CONTROLLER SEQUENCE



- LEGEND:**
- ◀*▶ DUAL ENTRY PHASE
 - ◀* SINGLE ENTRY PHASE
 - ◀*▶ PEDESTRIAN PHASE
 - ◀*▶ OL OVERLAP

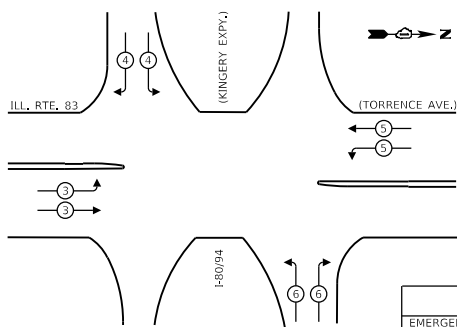
RIGHT TURN OVERLAP

PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	2	3
B	4	5
C	6	7
D	8	1
E	2	7
F	6	3

PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS				
EMERGENCY VEHICLE PREEMPTOR	3	4	5	6
MOVEMENT	↔	↔	↔	↔

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	34	17	50	289.0
(YELLOW)	34	25	25	212.5
(GREEN)	34	15	25	127.5
PERMISSIVE ARROW	-	12	10	-
PED. SIGNAL	16	25	100	400.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	-	-	-
FLASHER	-	-	-	-
STREET NAME SIGN	-	-	-	-
LUMINAIRE	-	-	-	-
TOTAL =				1154

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 CENTER COURT
SCHAUMBURG, IL 60195

ENERGY SUPPLY: CONTACT: ---
PHONE: ---
COMPANY: ---
ACCOUNT NUMBER: ---



USER NAME =	BSciflers
DESIGNED -	BAS
DRAWN -	SVJ
PLOT SCALE =	2,0000' / in.
CHECKED -	BKS
DATE =	
REVISD -	
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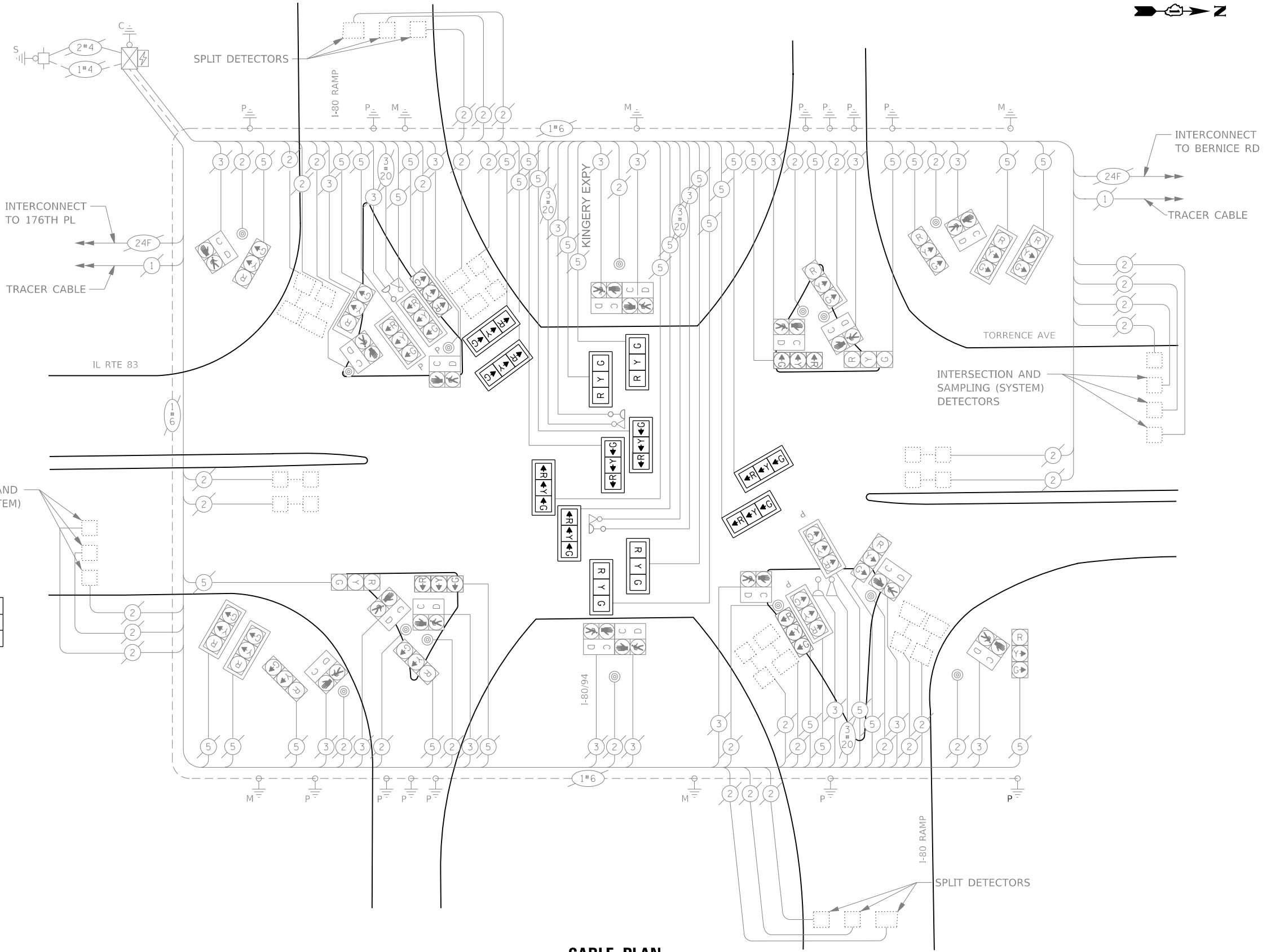
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CHECKED -	BKS	REVISD -	
DATE =		REVISD -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM,
AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
TORRENCE AVENUE (IL ROUTE 83) AT I-80/94 (KINGERY EXPRESSWAY)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-022TS	COOK	55	41
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				



CABLE PLAN

(NOT TO SCALE)

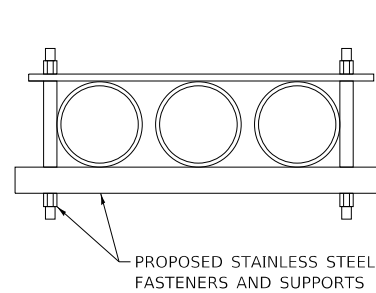
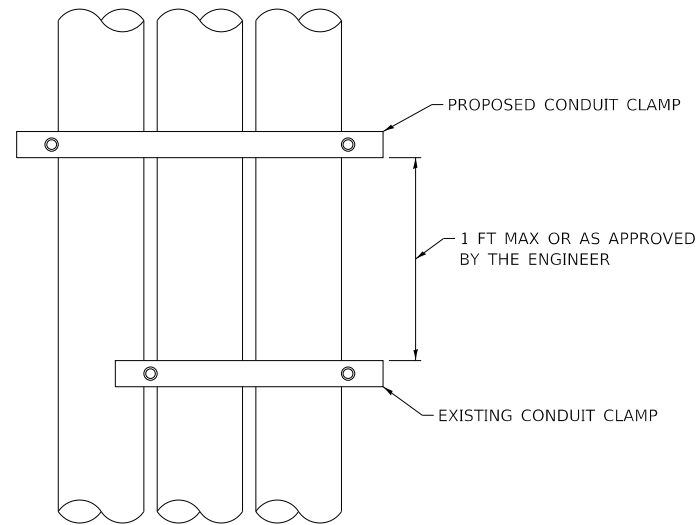
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TS 13942
ECON 70

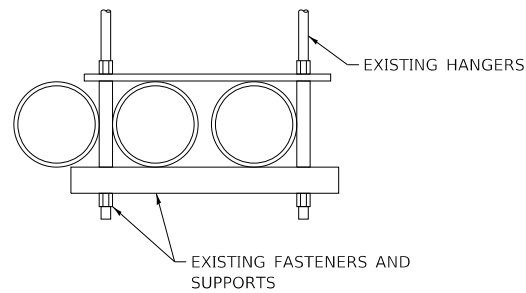
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	6
RELOCATE SIGN PANEL - TYPE 1	SQ FT	20
CONDUIT ATTACHED TO STRUCTURE, 5" DIA., PVC COATED GALVANIZED STEEL	FOOT	209
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	762
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2287
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	4587
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	263
DRILL EXISTING HANDHOLE	EACH	5
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	12
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	12
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
* RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	763
PEDESTRIAN PUSH-BUTTON, NON-LATCHING	EACH	2
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

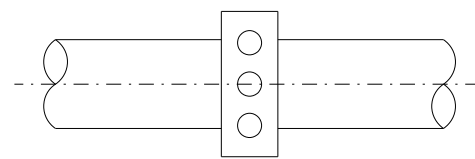
* 100% COST TO VILLAGE OF LANSING



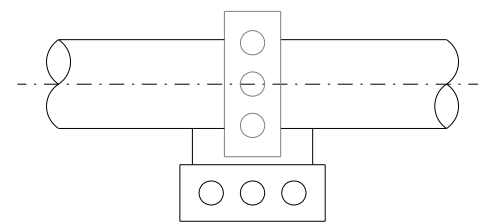
PROPOSED CONDUIT CLAMP DETAIL



EXISTING CONDUIT CLAMP DETAIL



EXISTING MOUNTING CONFIGURATION



TEMPORARY MOUNTING CONFIGURATION

TEMPORARY SIGNAL HEAD DETAIL

NOTES:

1. INSTALL TEMPORARY TRAFFIC SIGNAL IN HORIZONTAL CONFIGURATION IN LINE WITH EXISTING TRAFFIC SIGNAL, OR AS APPROVED BY THE ENGINEER.
2. UTILIZE THE EXISTING SIGNAL CABLE FOR THE TEMPORARY TRAFFIC SIGNAL HEADS.
3. UPON THE FULL ENERGIZATION OF THE TEMPORARY TRAFFIC SIGNAL, REMOVE THE EXISTING VERTICALLY MOUNTED TRAFFIC SIGNAL HEADS AND BRACKETS.

TS SHT NO 12

FILE NAME: P:\02_209_002_003_003_PTB_1712_12_Traffic_Signal_Detail\Design\WD1-Torrence at I-80\CADD\CADD_Sheets\110613\ptb-ts-500.dgn



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	DRAWN - SVJ	REVISED -
PLOT SCALE = 2,0000' / in.	CHECKED - BKS	REVISED -
PLOT DATE =	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SIGNAL HEAD DETAIL, CONDUIT CLAMP DETAIL
AND SCHEDULE OF QUANTITIES
TORRENCE AVENUE (IL ROUTE 83) AT I-80/94 (KINGERY EXPRESSWAY)**

SCALE: SHEET OF SHEETS STA. TO STA.

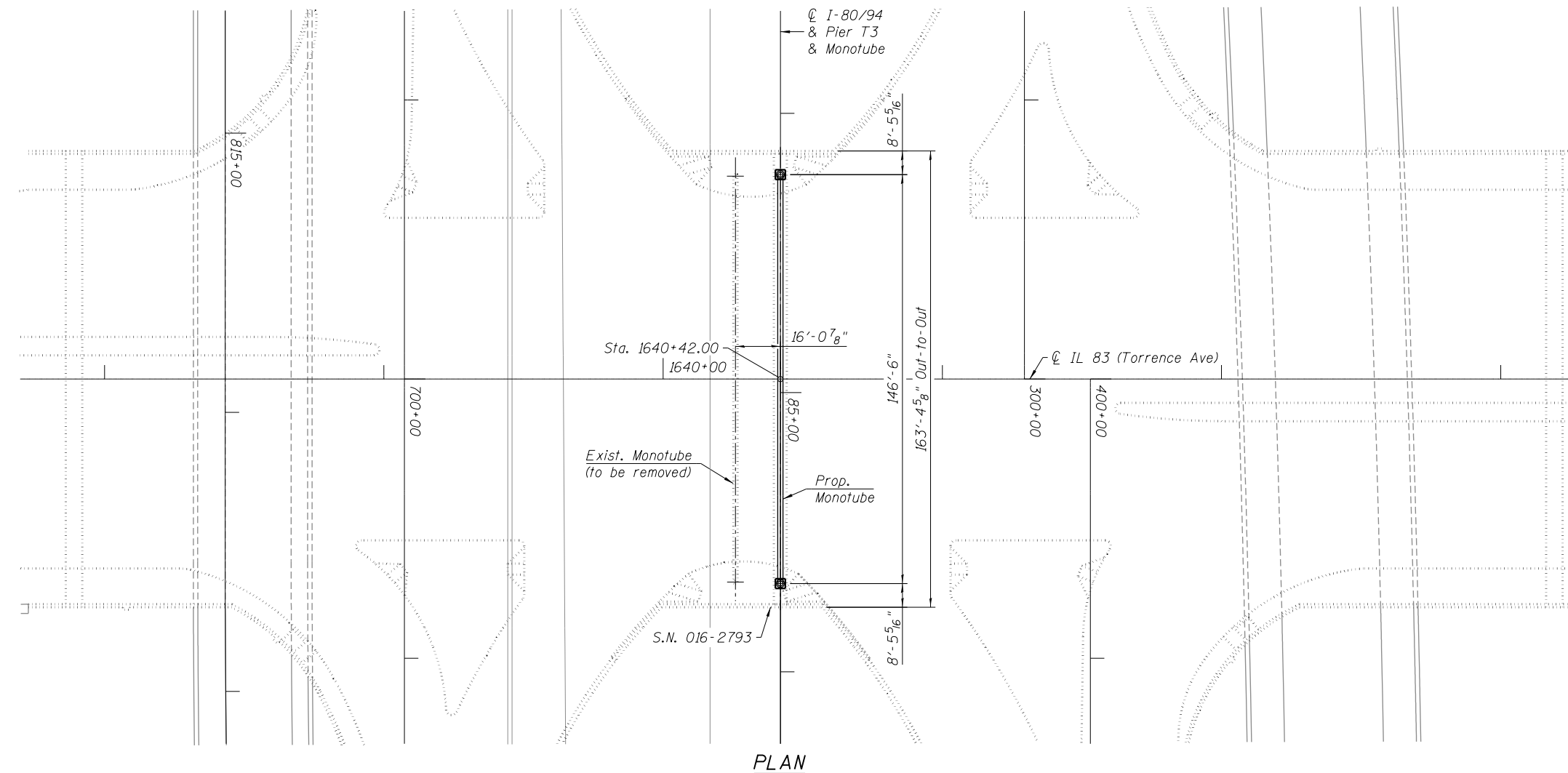
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2017-022TS	COOK	55	44
			CONTRACT NO. 62F32	
		ILLINOIS	FED. AID PROJECT	

**TS 13942
ECON 70**

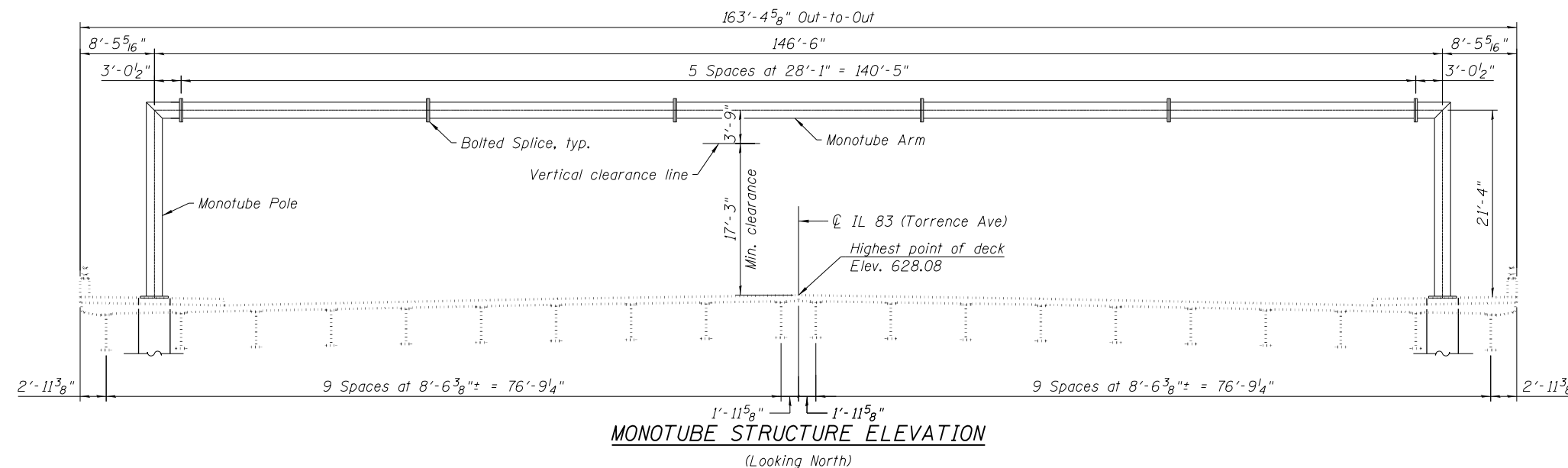
MONOTUBE STRUCTURE NOTES

- Monotube structure materials shall be as follows:

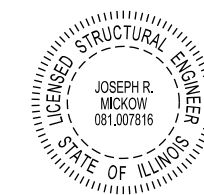
Poles & Monotube Arm	ASTM A618 Grade II or A500 Grade C
Handhole Frame	ASTM A709 Grade 36
Handhole Cover	ASTM A1011 Grade 50, 55 or 60
Steel Plates	ASTM A709 Grade 50
Weld Metal	E70XX
Bolts (Except Anchor Bolts)	ASTM F3125 Grade A325 Type 1
Anchor Bolts	See Anchor Rod Assembly notes on Sheet 4 of 4.
Nuts for Anchor Bolts	
Washers for Anchor Bolts	
Stainless Steel Screws	AISI Type 316
Aluminum Nut Cover	ASTM B26 (356-T6)
- Construction: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Recurring Special Provisions
- Welding: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code and the Standard Specifications.
- Fasteners: All connection bolts shall be high strength bolts ASTM F3125 Grade A325, galvanized according to ASTM A153. All nuts shall be "locknuts" with nylon or steel inserts and semifinished hexagonal heads equivalent to the finished heavy hex series of the ASTM.
- Alternate designs for this structure are not allowed.
- Except for anchor bolts, all bolt hole diameters shall be equal to the bolt diameter plus 1/16", prior to galvanizing. Hole diameters for anchor bolts shall not exceed the bolt diameter plus 3/8"
- Sign panels and signals attached to the monotube shall be located as shown on the traffic signal plans. Wire access holes shall not exceed 1" in diameter.
- The pole shall be installed vertically. Arm camber shall be accounted for in the flange connections.
- All signals shall be installed vertically.
- Monotube arm and poles shall be fabricated from round pipe.
- Galvanizing: All plates, shapes, and pipe shall be hot dip galvanized after fabrication in accordance with AASHTO M111.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- No field welding is permitted except as specified in the contract documents.



PLAN



MONOTUBE STRUCTURE ELEVATION
(Looking North)



Joseph R. Mickow 3/23/18
 JOSEPH R. MICKOW, P.E., S.E.
 NO. 081-007816
 EXP. DATE 11/30/2018

DESIGN SPECIFICATIONS

2015 AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 1st Edition w/ 2017 & 2018 Interims
 2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

DESIGN LOADING

Weight of Traffic Signals and Appurtenances
 Wind speed = 120 mph

DESIGN STRESSES

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 46,000$ psi (Monotube)
 $f_y = 50,000$ psi (A709 Grade 50)

SCOPE OF WORK

- Remove portion of deck for proposed monotube supports.
- Erect and remove steel diaphragms.
- Construct proposed monotube support pedestals.
- Replace a portion of deck.
- Construct proposed monotube structure.
- Remove existing monotube structure.

12:48:02 PM General Plan and Elevation



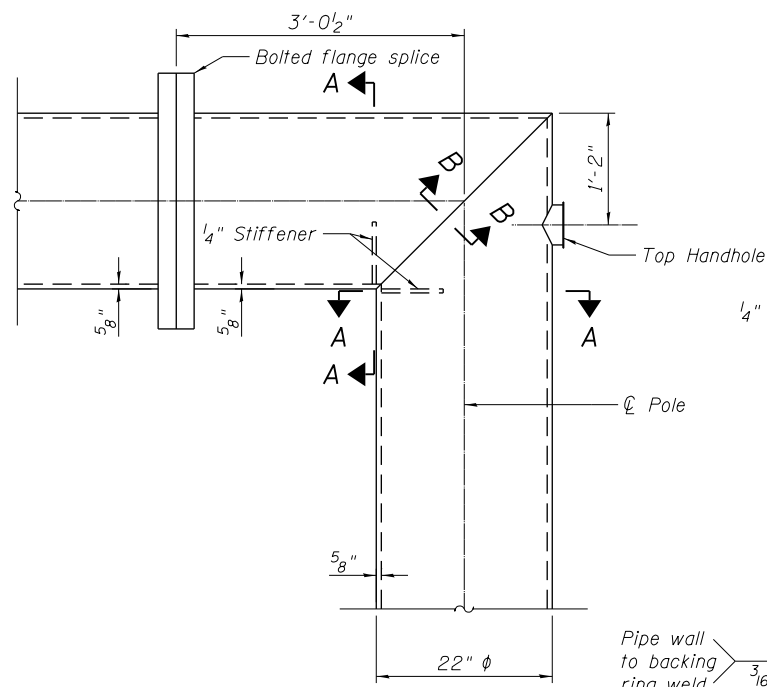
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	CHECKED - JRM	REVISED
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PLOT DATE = 5/3/2018	CHECKED - AA	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

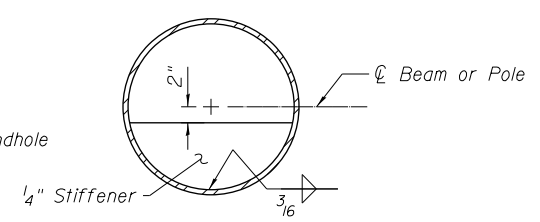
MONOTUBE GENERAL PLAN AND ELEVATION
STRUCTURE NO. 016-2793

SHEET NO. 1 OF 4 SHEETS

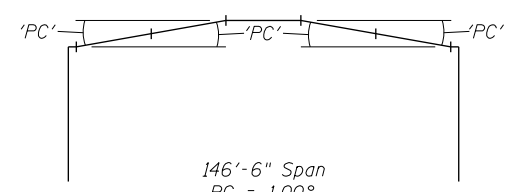
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	45
CONTRACT NO. 62F32			ILLINOIS FED. AID PROJECT	



MONOTUBE CORNER DETAIL

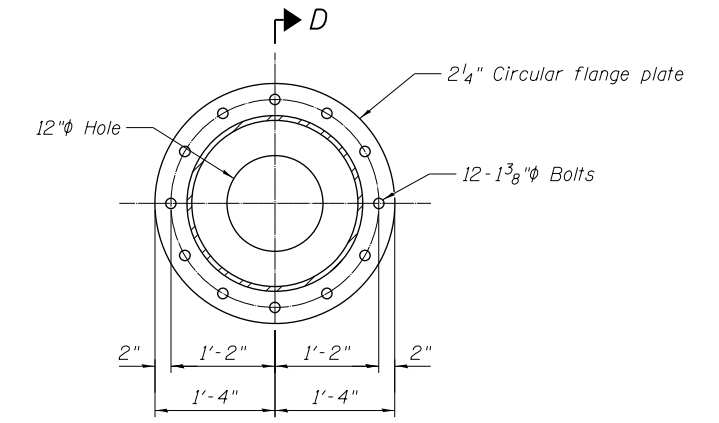


SECTION A-A

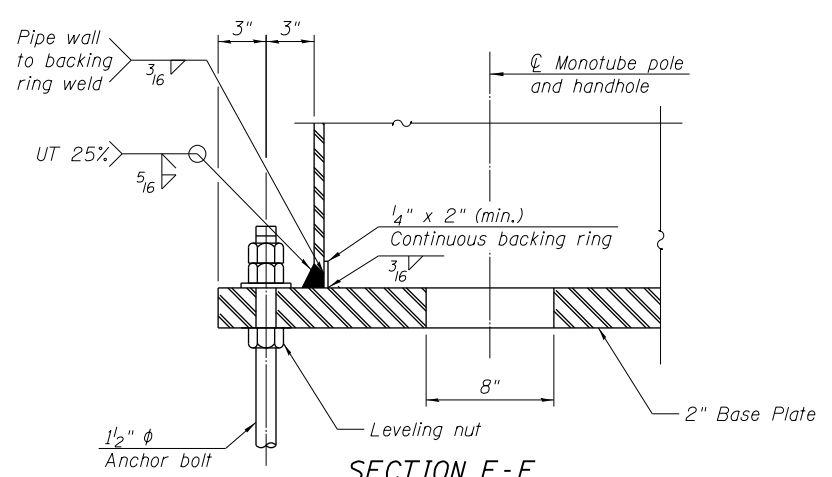


CAMBER DETAILS

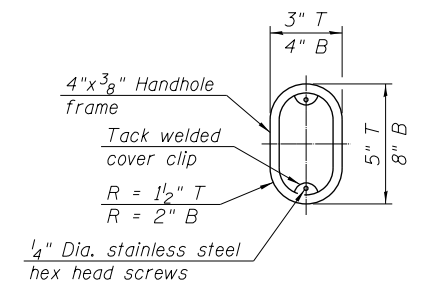
Note: Fabricate with rolling camber up.



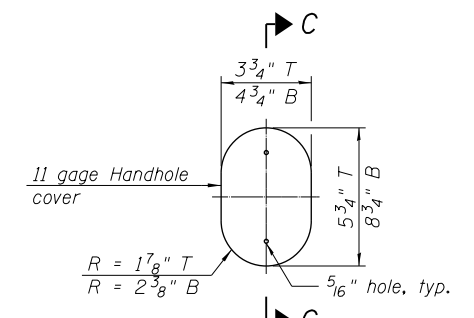
FLANGE SPLICE DETAILS



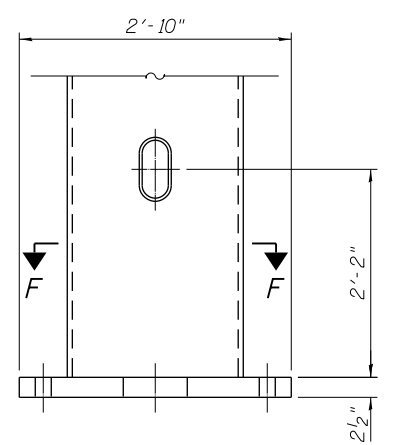
SECTION E-E



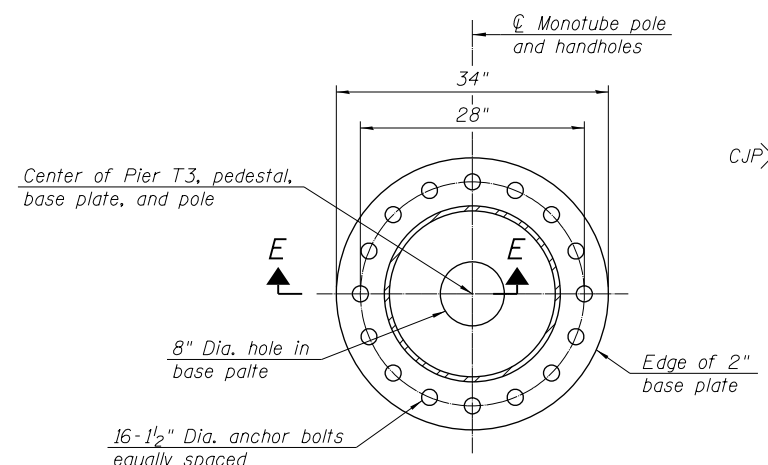
HANDHOLE FRAME



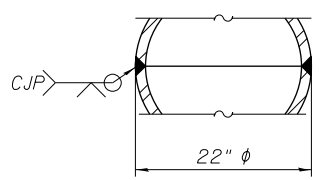
HANDHOLE COVER



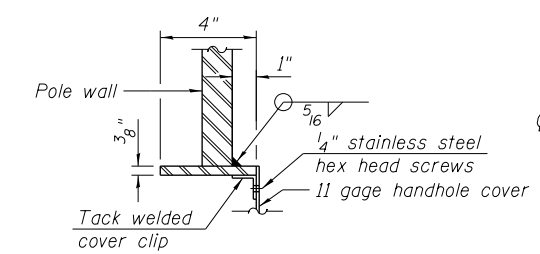
BASE PLATE AND ANCHORAGE ELEVATION



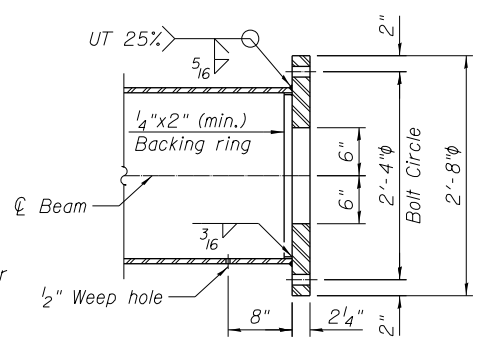
SECTION F-F



SECTION B-B



SECTION C-C



SECTION D-D

Note:
For additional information
at base of monotube pole,
see Sheet 4 of 4.

Notes:
T denotes top handhole along pole
B denotes bottom handhole along pole

12:48:18 PM
Monotube Details



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	CHECKED - JRM	REVISED
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

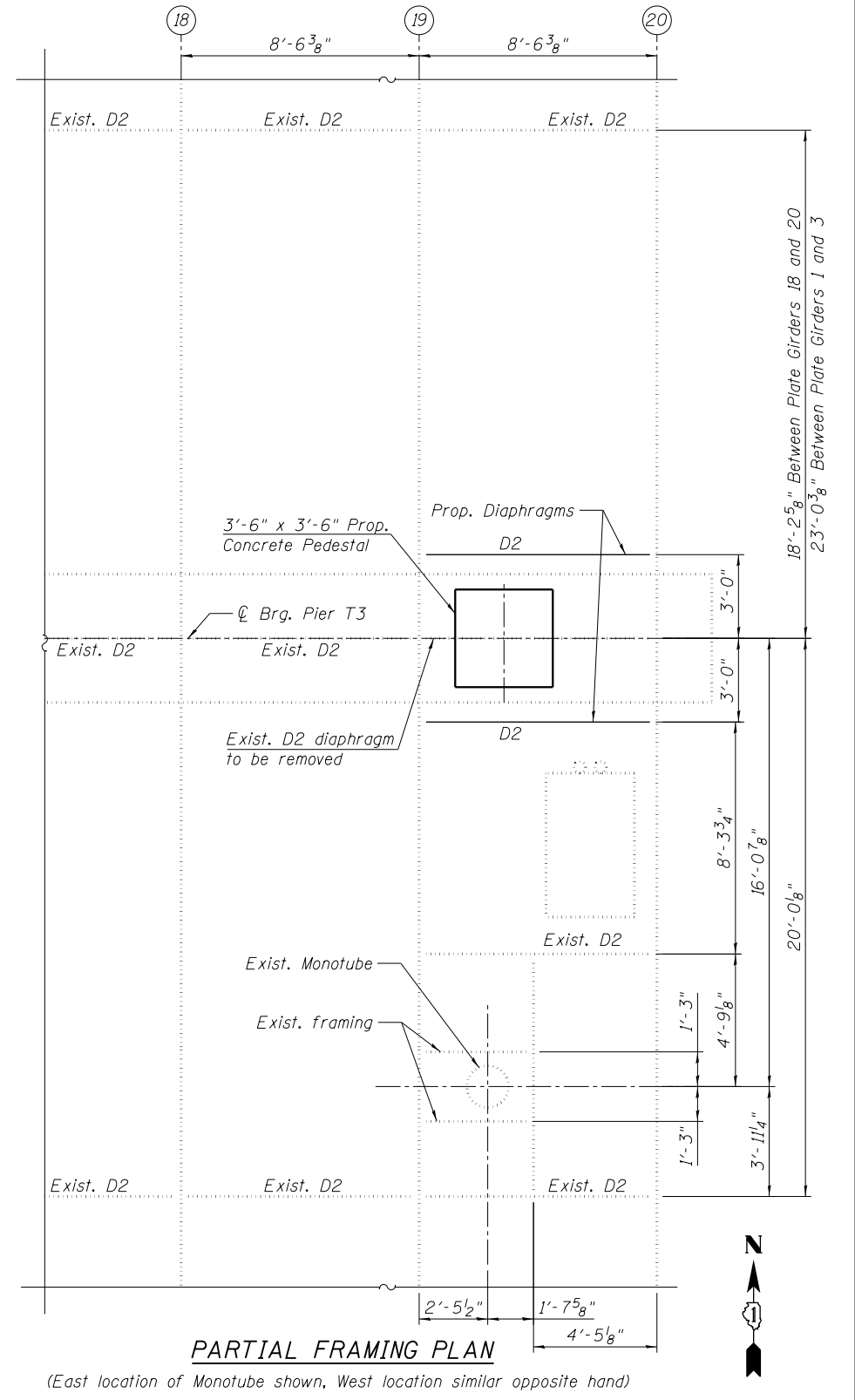
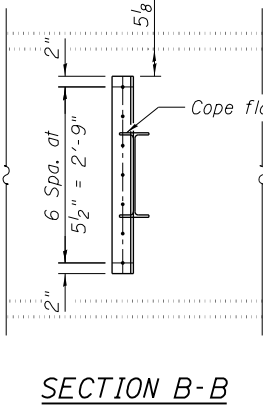
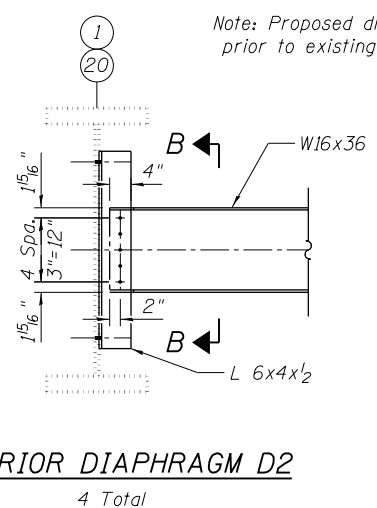
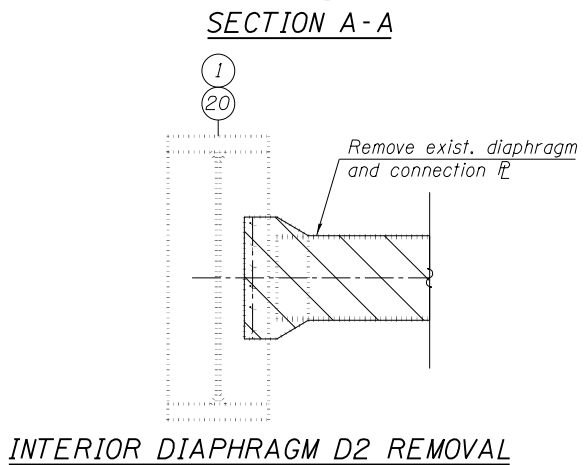
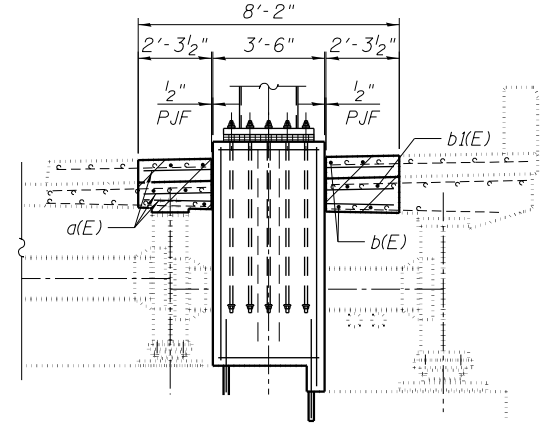
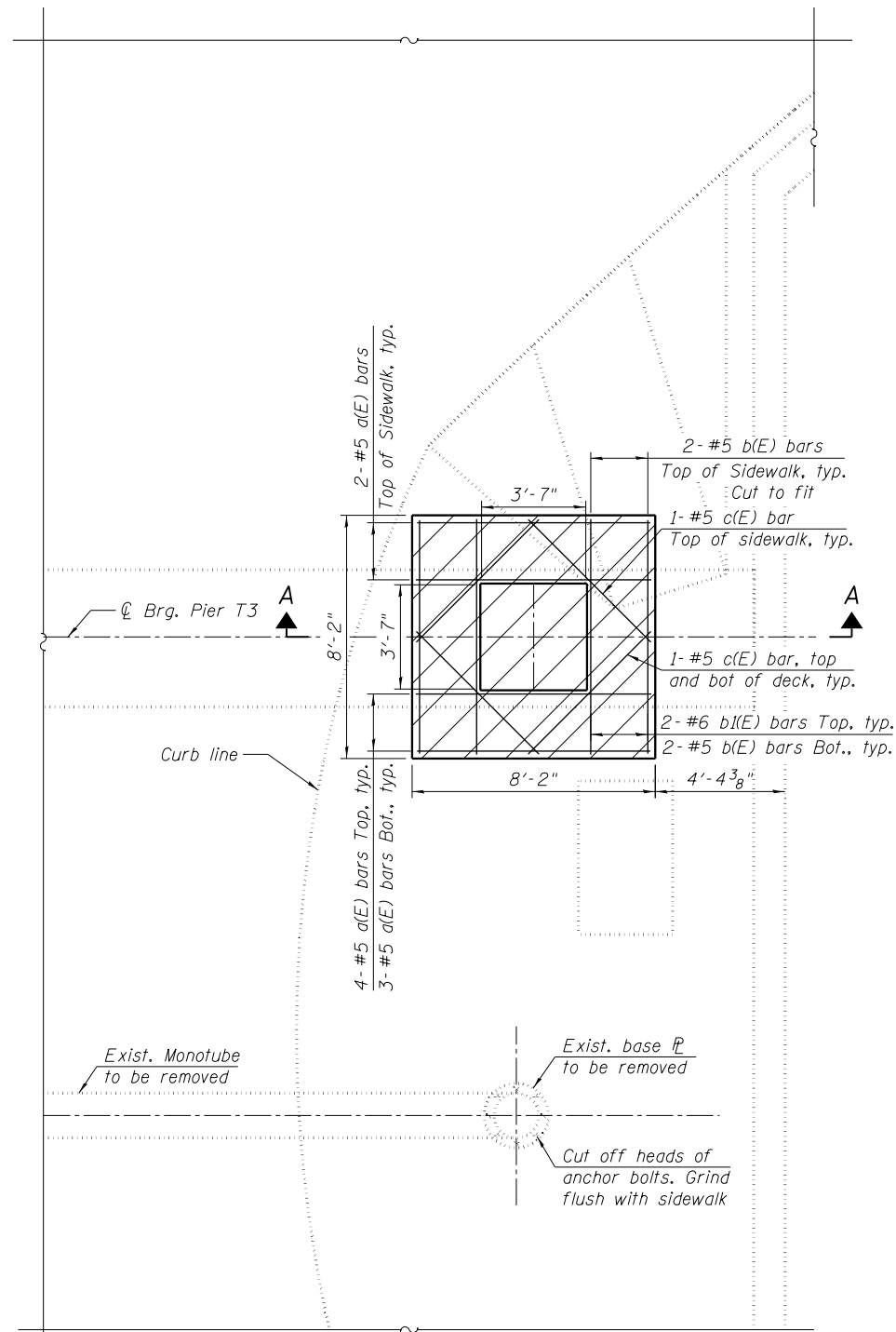
**MONOTUBE DETAILS
STRUCTURE NO. 016-2793**

SHEET NO. 2 OF 4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	46
CONTRACT NO. 62F32			ILLINOIS FED. AID PROJECT	

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	36	#5	7'-10"	---
b(E)	16	#5	7'-10"	---
b1(E)	8	#6	7'-10"	---
c(E)	24	#5	5'-10"	---
Concrete Removal		Cu. Yd.	8.2	
Concrete Superstructure		Cu. Yd.	4.7	
Protective Coat		Sq. Yd.	12	
Furnishing and Erecting Structural Steel		L Sum	1	
Reinforcement Bars, Epoxy Coated		Pound	670	
Structural Steel Removal		Pound	670	



LEGEND:
 Concrete Removal
 Structural Steel Removal

12:48:26 PM Deck and Framing Plan



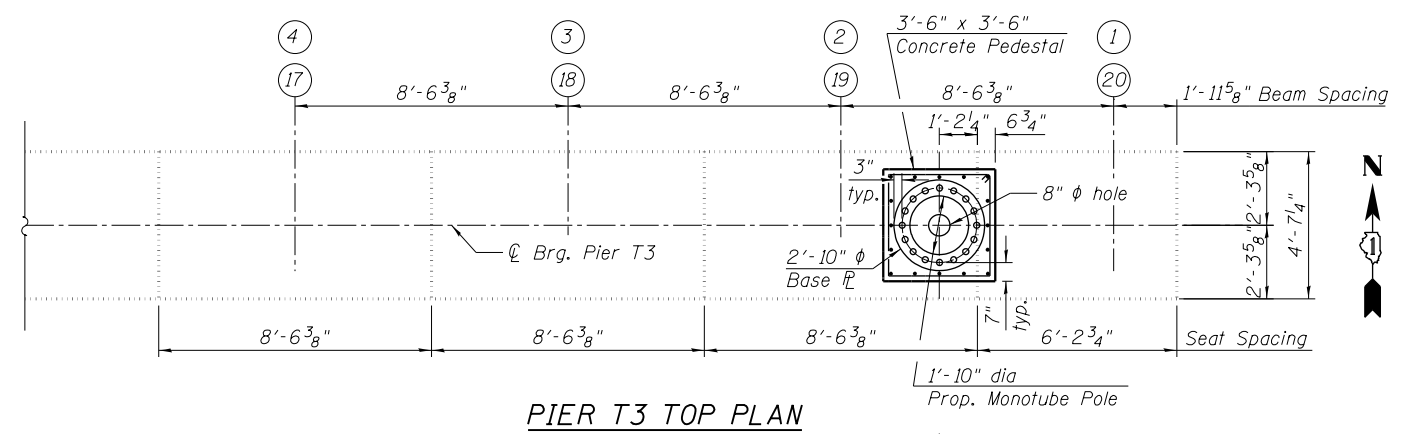
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

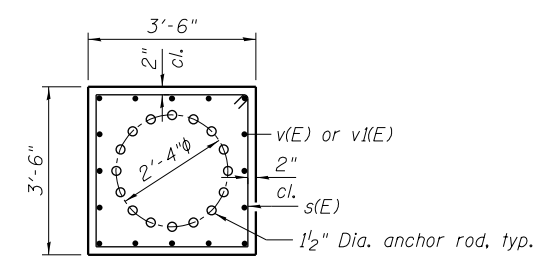
**DECK AND FRAMING PLAN
STRUCTURE NO. 016-2793**

SHEET NO. 3 OF 4 SHEETS

F.A.I. RTE. 80/94	SECTION 2017-022TS	COUNTY COOK	TOTAL SHEETS 55	SHEET NO. 47
CONTRACT NO. 62F32			ILLINOIS FED. AID PROJECT	



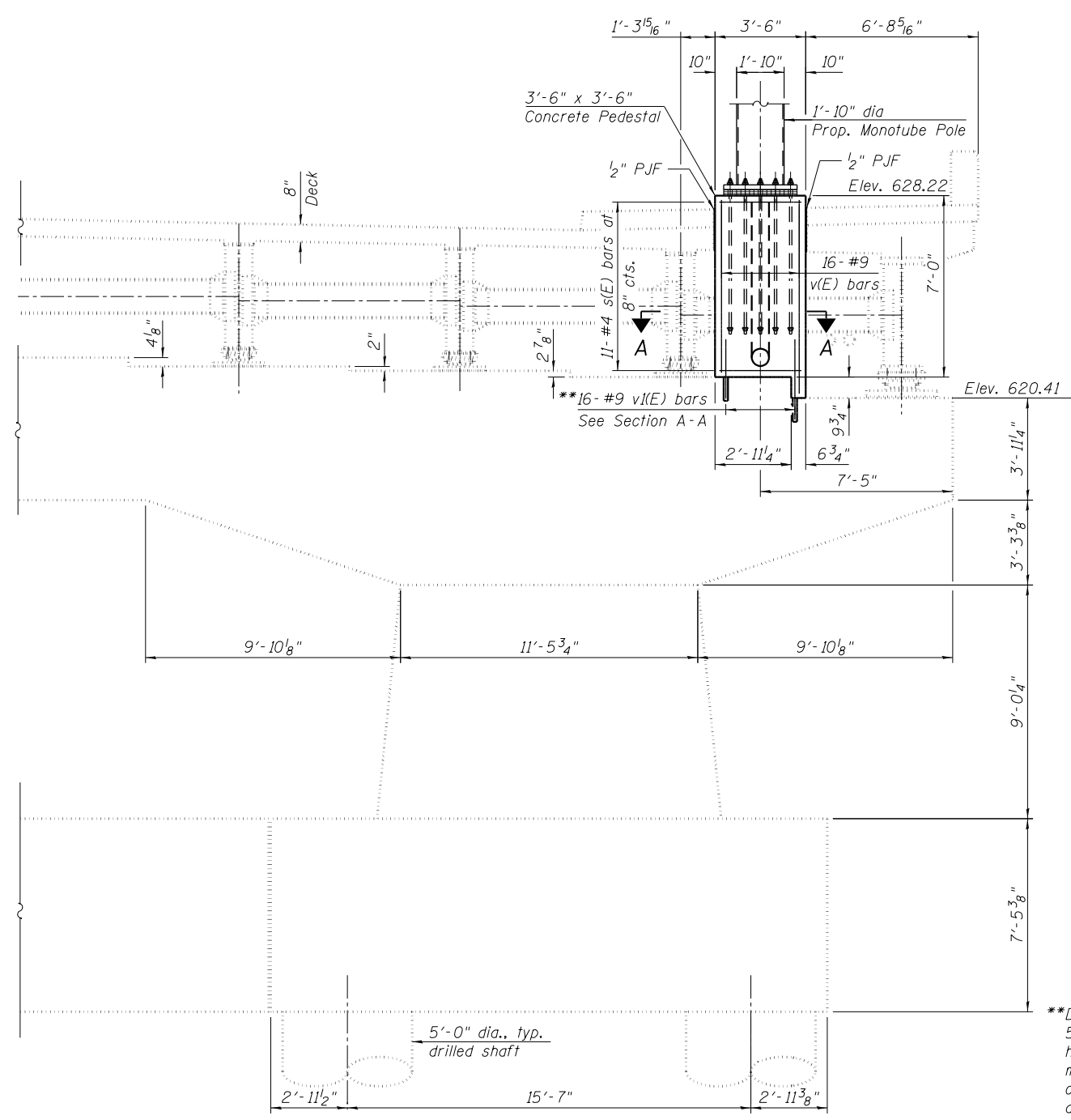
PIER T3 TOP PLAN



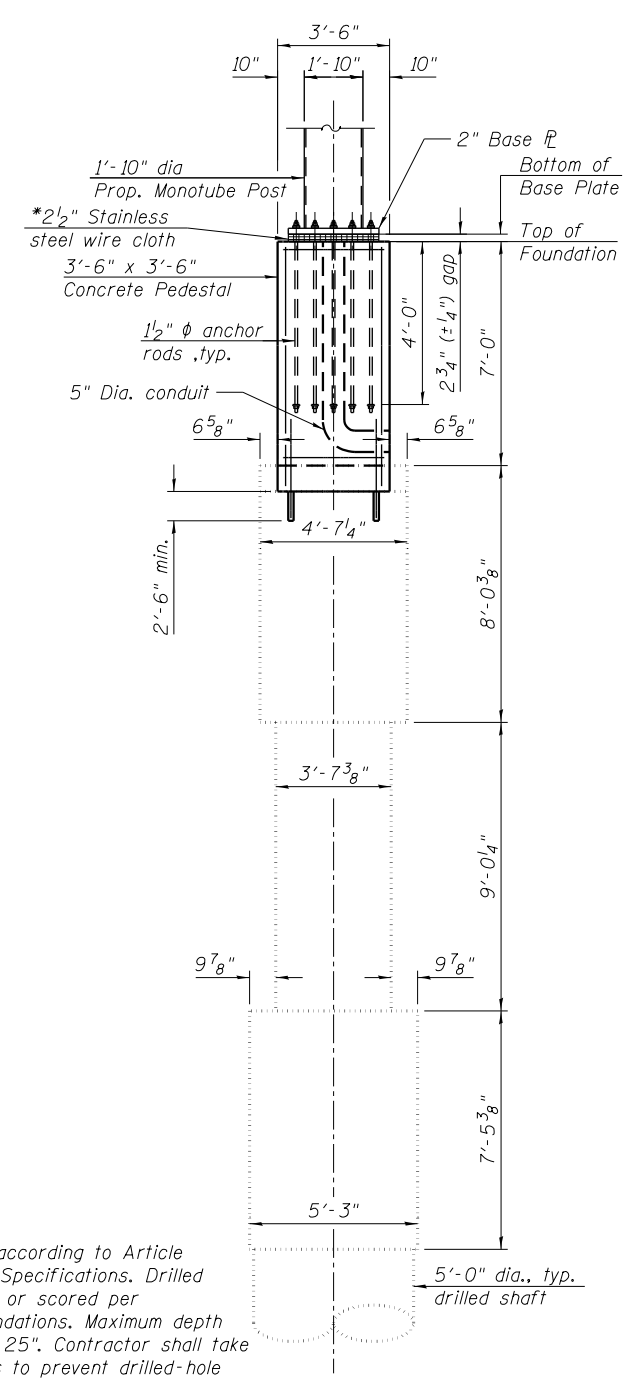
SECTION A-A

BILL OF MATERIAL

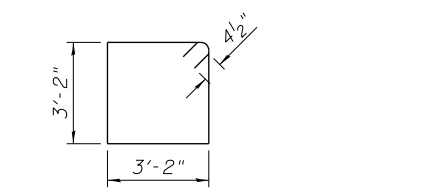
Bar	No.	Size	Length	Shape
s(E)	22	#4	13'-5"	□
v(E)	32	#9	6'-8"	—
v(E)	32	#9	6'-11"	—
Concrete Structures		Cu. Yd.	6.5	
Reinforcement Bars, Epoxy Coated		Pound	1,680	
Anchor Bolts, 1/2"		Each	32	
Concrete Sealer		Sq. Ft.	204	



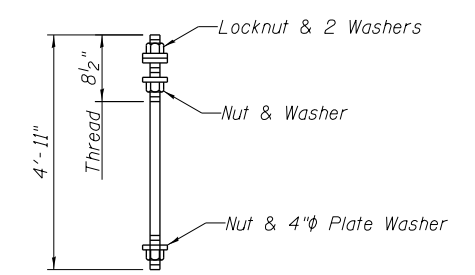
PIER T3 ELEVATION



END VIEW



BAR s(E)



ANCHOR ROD

See anchor rod assembly notes

**Drill and set v(E) bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 25". Contractor shall take all necessary precautions to prevent drilled-hole interference with pier reinforcement bars. Locate drilled holes to miss reinforcement bars.

- ANCHOR ROD ASSEMBLY NOTES:**
- All anchor rods shall be ASTM F1554 Grade 105 and galvanized according to Standard Specification Section 1006.09.
 - Anchor rods shall meet Charpy V-Notch (CVN) energy of 20 J at 5° C. No welding shall be permitted on rods.
 - All nuts and washers shall be galvanized. Grade, finish and style of nuts and washers shall conform to the recommendations of ASTM F1554.
 - For assemblies that employ coupling nuts, each rod shall be turned halfway into coupler and snug tightened.

*Standard grade. 1/4" maximum opening with minimum wire diameter of AWG No. 16 with 2" lap. Secure to the base plate with 3/4" stainless steel banding after anchor bolt nuts are fully tightened. Add bolt covers or shrouds where applicable.

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Pier Details



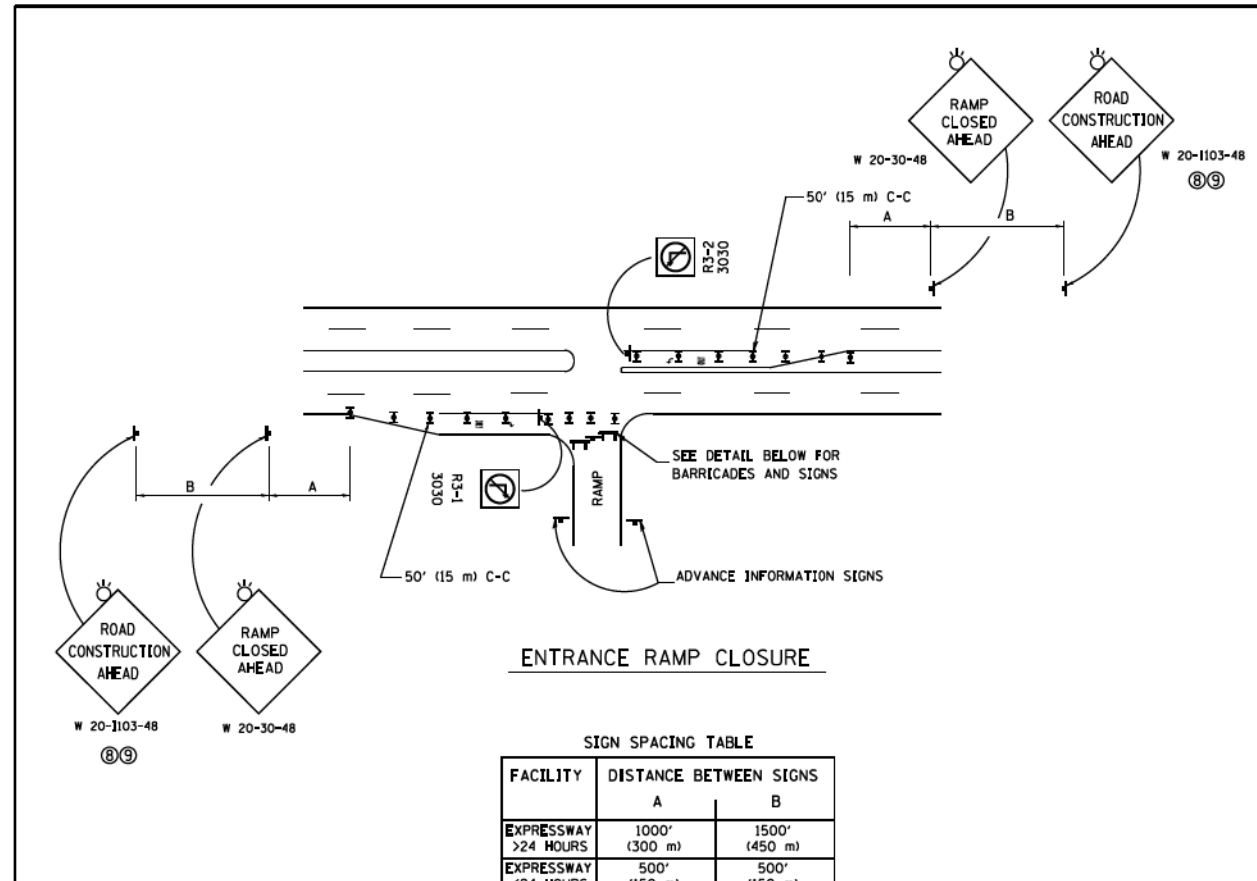
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER T3 DETAILS
STRUCTURE NO. 016-2793

SHEET NO. 4 OF 4 SHEETS

F.A.I. RTE. 80/94	SECTION 2017-022TS	COUNTY COOK	TOTAL SHEETS 55	SHEET NO. 48
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F32	

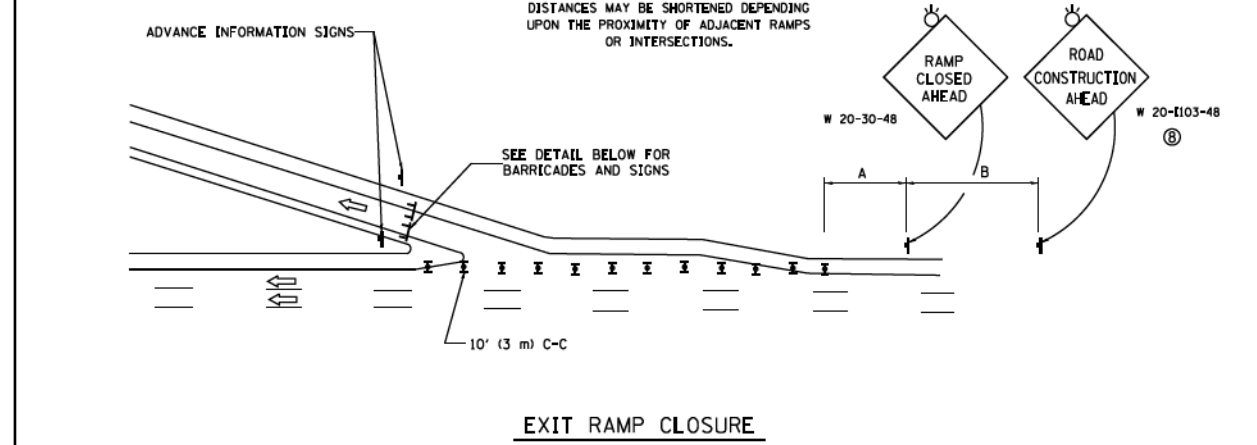


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

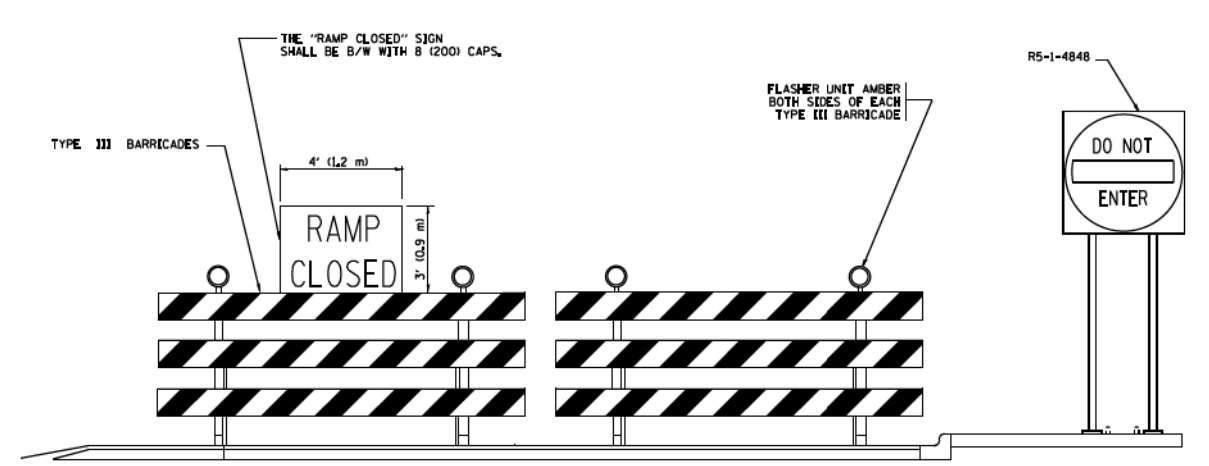
FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.

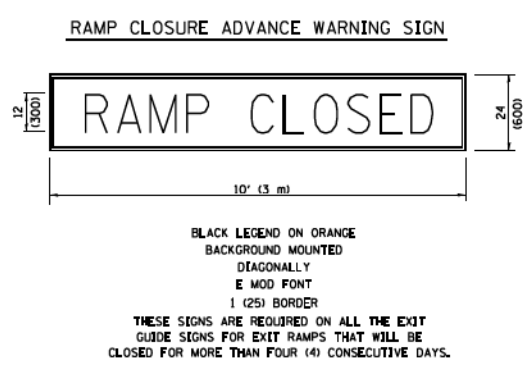


EXIT RAMP CLOSURE

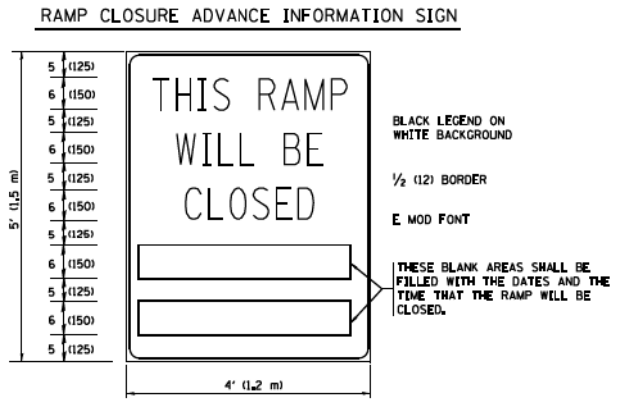
- SYMBOLS
- ▬ TYPE II BARRICADE OR DRUM
 - ▬ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS



THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.
THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

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	PLOT DATE = 11/27/2017		REVISED - M.D. 01-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE AND EXIT RAMP CLOSURE DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TC-08	ILLINOIS	CONTRACT NO.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	49
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

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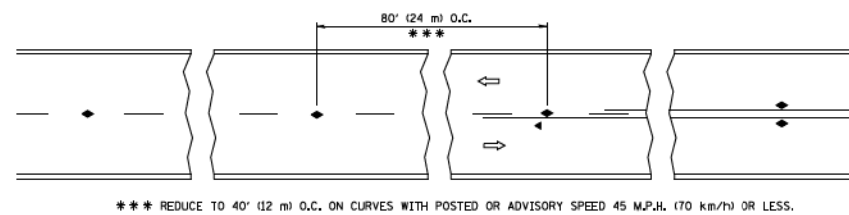
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARD DETAILS

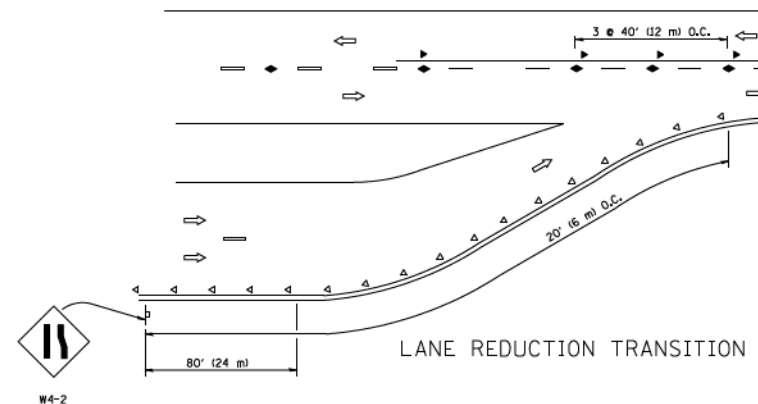
SHEET 1	OF 7	SHEETS
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	49
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

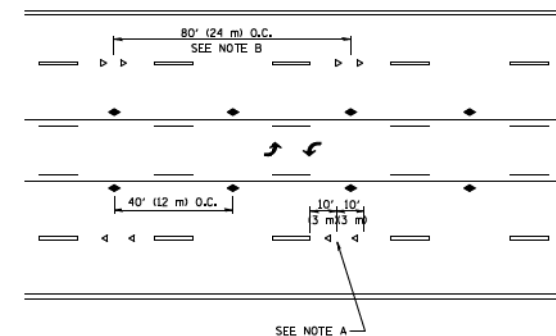
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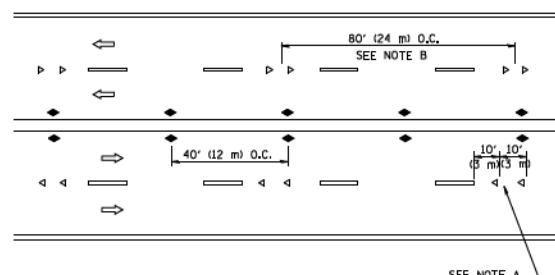
TWO-LANE/TWO-WAY



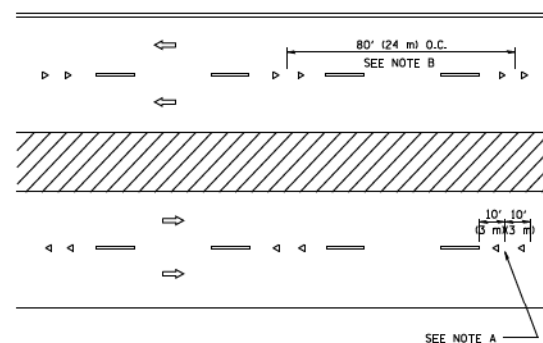
LANE REDUCTION TRANSITION



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.

LANE MARKER NOTES

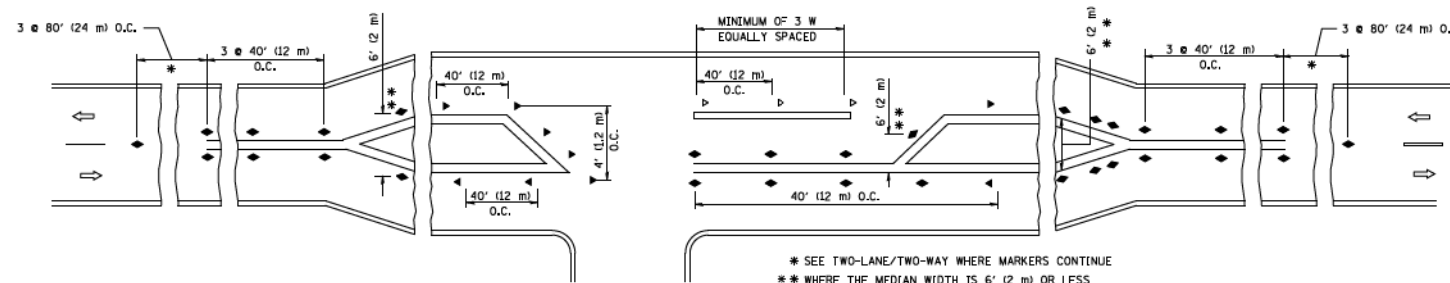
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◄ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.



LEFT TURN

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

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		PLOT SCALE = 56,000' / in.	REVISED -T. RAMMACHER 01-06-00
		PLOT DATE = 3/2/2011	REVISED -C. JUCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 62F32	



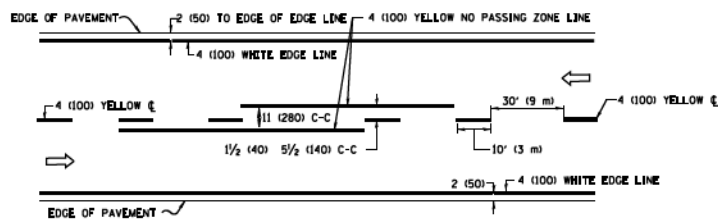
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

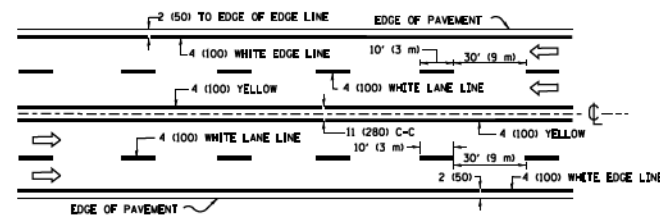
DISTRICT ONE STANDARD DETAILS

SHEET 3 OF 7 SHEETS

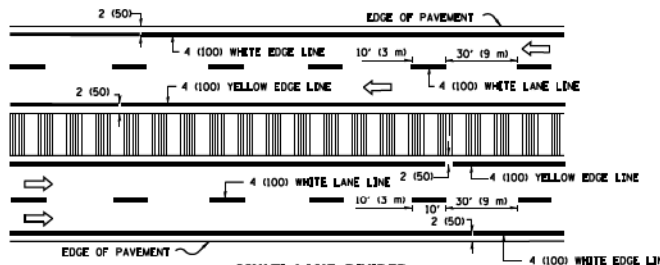
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	51
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F32	



2-LANE ROADWAY

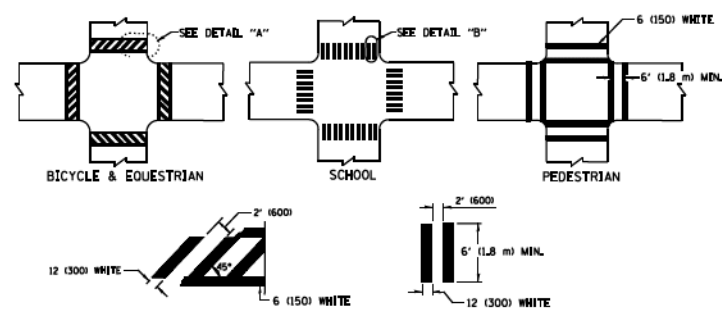


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

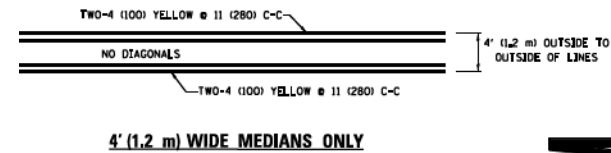


DETAIL "A"

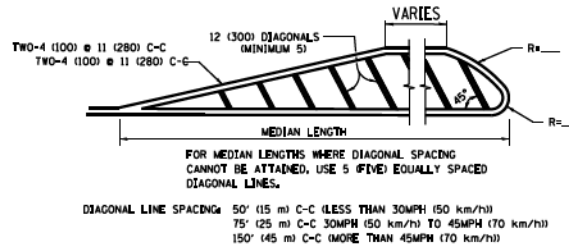
DETAIL "B"

TYPICAL CROSSWALK MARKING

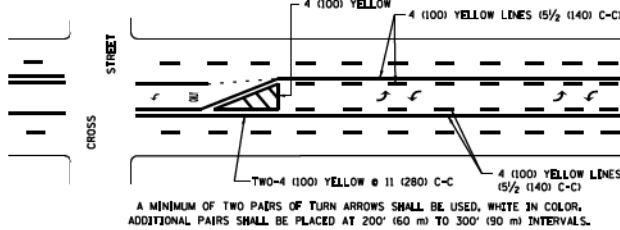
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

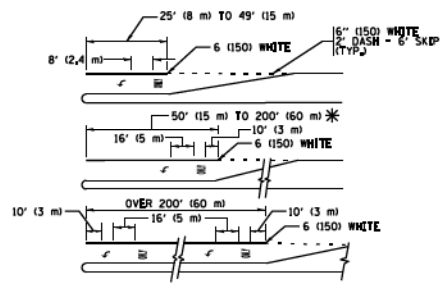


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

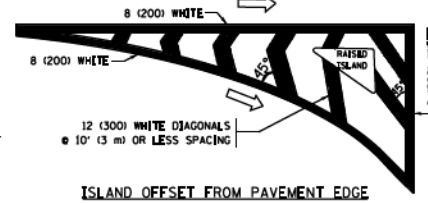
TYPICAL PAINTED MEDIAN MARKING



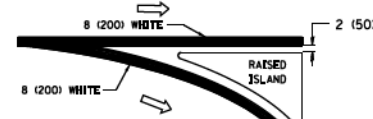
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8" (2,4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²)
 AREA = 20.8 SQ. FT. (1.9 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".

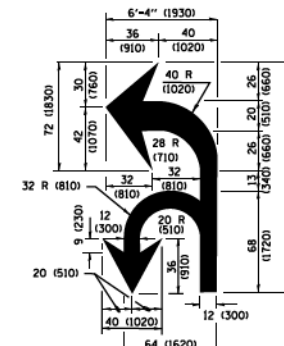


ISLAND OFFSET FROM PAVEMENT EDGE

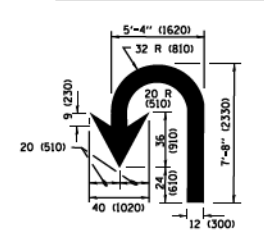


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION
 * LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	5 (125) ON FREEWAYS	SKIP-DASH	WHITE	SAME AS LINE BEING EXTENDED
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE, FULL SIZE LETTERS & SYMBOLS @ (2,4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH, 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
CROSSWALK LINES (PEDESTRIAN & EQUESTRIAN) & LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1,8 m) APART
STOP LINES	24 (600)	SOLID	WHITE	2' (600) APART
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW	11 (280) C-C FOR THE DOUBLE LINE
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	SEE TYPICAL PAINTED MEDIAN MARKING.
RAILROAD CROSSING	24 (600) TRANSVERSE LINES "RR" 15 6" (1,8 m) LETTERS 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS 2 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16,3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30,4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 78000L

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

FILE NAME - W:\dstard\22x34\1013.dgn	USER NAME - lagan	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
Default	PLOT SCALE = 56,800 ' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13
	PLOT DATE = 6/23/2017	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
			REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			TC-13		ILLINOIS FED. AID PROJECT		

MODEL: 440 DELINEATORS
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 PROJECT: 1013-1013.dgn
 USER: lagan
 DATE: 6/23/2017
 TIME: 10:13:00 AM

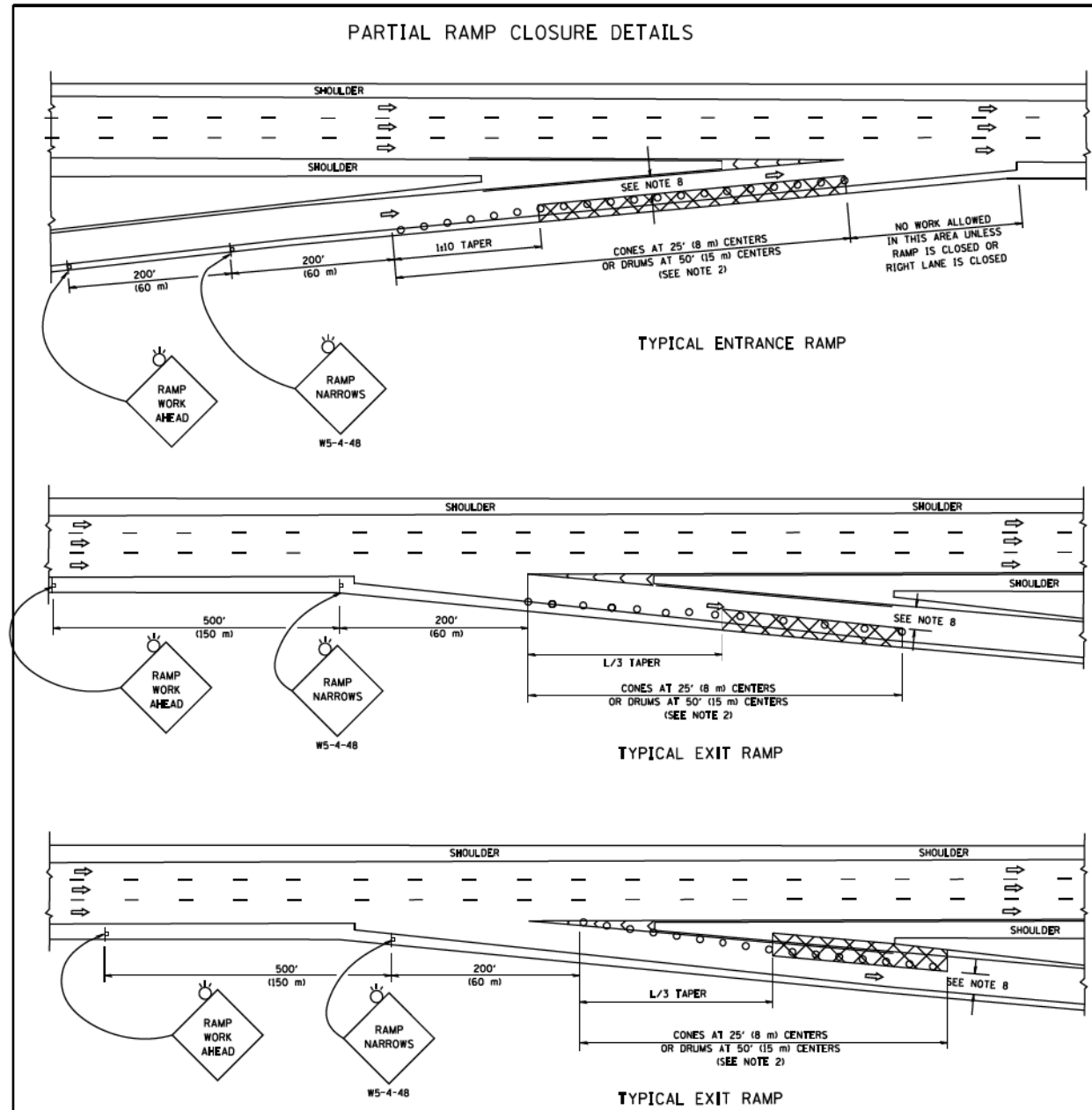


USER NAME = amkidd	DESIGNED - AMK	REVISED -
PLOT SCALE = 2,000 ' / in.	DRAWN - AMK	REVISED -
PLOT DATE = 3/23/2018	CHECKED - JLV	REVISED -
	DATE - 2/23/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE STANDARD DETAILS

SHEET 4 OF 7 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80/94	2017-022TS	COOK	55	52
				CONTRACT NO. 62F32	
			ILLINOIS	FED. AID PROJECT	



SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

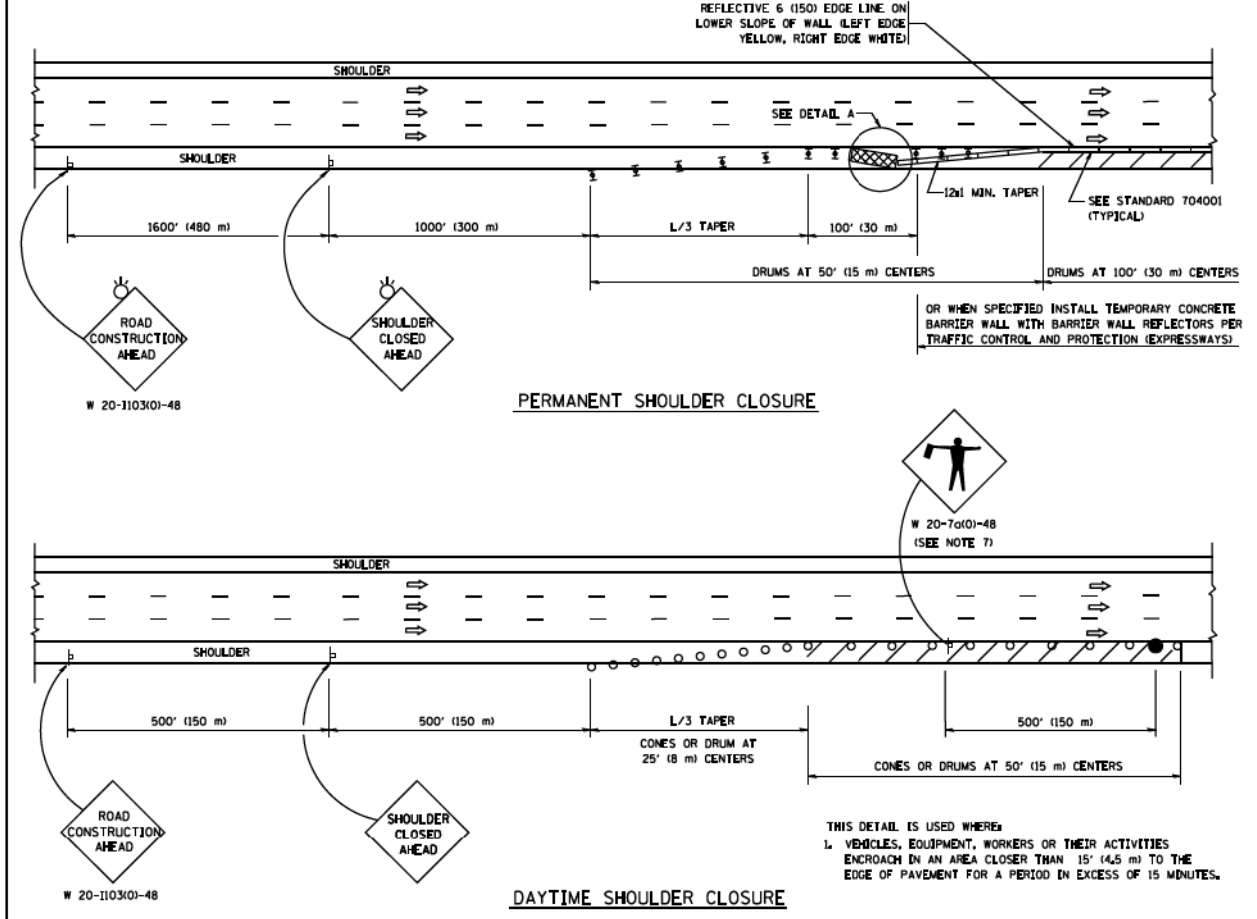
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	METRIC	ENGLISH
45 mph (80 km/h) OR GREATER	$L=0.65(W)(S)$	$L=(W)(S)$

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)
2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS



ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350/MASH COMPLIANT.

DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY (SEE NOTE 5)

FILE NAME =	USER NAME = footenj	DESIGNED -	REVISED - S.P.B. 01-07
pe:\1\084EBCD\TEG\Illinois.gov\FWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\2017\CA0001\CA0001.dgn		CHECKED -	REVISED - S.P.B. 12-09
Default	PLOT SCALE = 50.0000' / in.	DATE - 11-96	REVISED - M.D. 06-13
	PLOT DATE = 11/27/2017		REVISED - M.D. 01-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-17				
ILLINOIS FED. AID PROJECT				

MODEL: 440 DELINAMES
FILE NAME: p:\1\084EBCD\TEG\Illinois.gov\FWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\2017\CA0001\CA0001.dgn
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USER NAME = amkidd	DESIGNED - AMK	REVISED -
	DRAWN - AMK	REVISED -
PLOT SCALE = 2.0000' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 3/23/2018	DATE - 2/23/2018	REVISED -

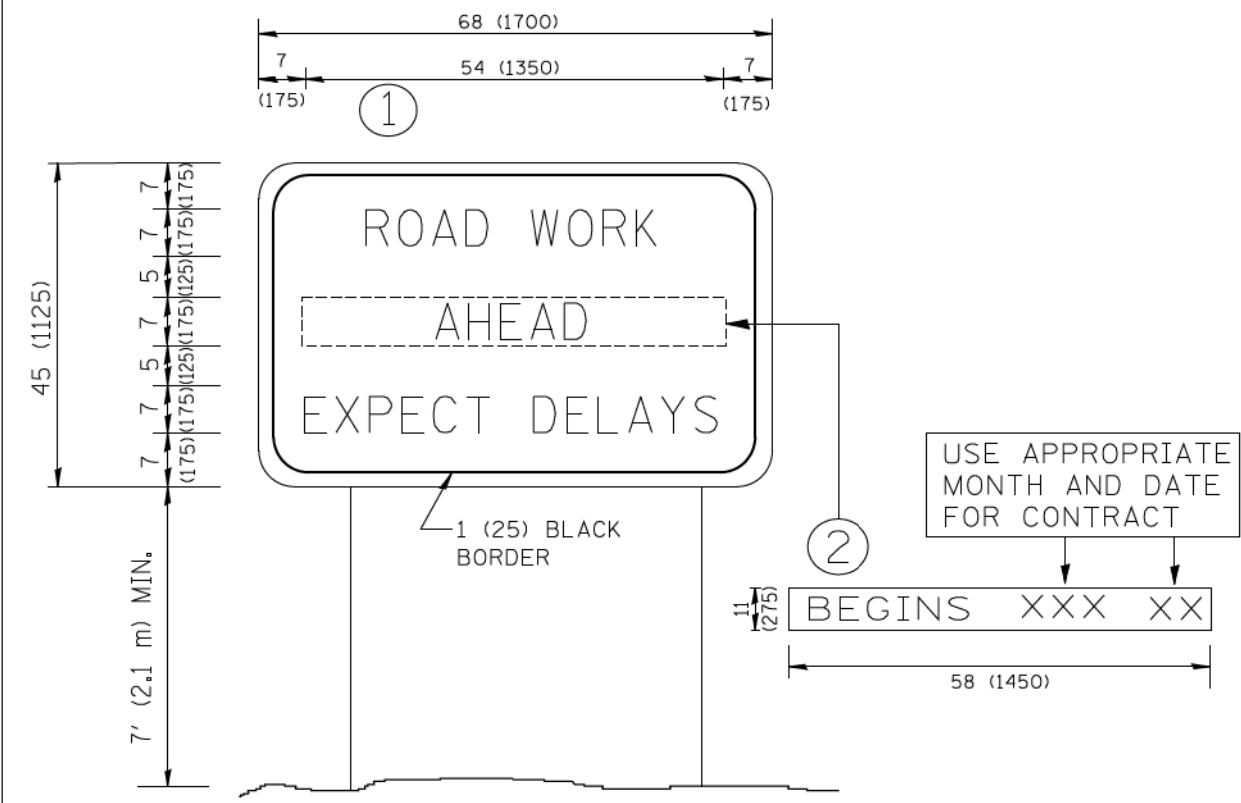
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARD DETAILS

SHEET 5 OF 7 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-02T5	COOK	55	53
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				

MODEL: 440 DELINAMES
 FILE NAME: p:\projects\101\act\transys\scop\pwa\Documents\Projects\CH401 - Chicago\9401170038 - L80 and Torrence Monotube\303.00 - Road\303.01 - Sheets\District Details



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:\dst\std\22x34\to22.dgn	USER NAME = gaglanobrt	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.
PLOT SCALE = 56.000 ' / in.	CHECKED - -	REVISED - R. MIRS 12-11-97	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22		CONTRACT NO.		
PLOT DATE = 1/4/2008	DATE - -	REVISED - T. RAMMACHER 02-02-99	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									
		REVISED - C. JUCIUS 01-31-07										



USER NAME = amkidd	DESIGNED - AMK	REVISED - -
DRAWN - AMK	CHECKED - JLV	REVISED - -
PLOT SCALE = 2.0000 ' / in.	DATE - 2/23/2018	REVISED - -
PLOT DATE = 3/23/2018		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE STANDARD DETAILS

SHEET 7 OF 7 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2017-022TS	COOK	55	55
CONTRACT NO. 62F32				
ILLINOIS FED. AID PROJECT				