

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR 25	COOK	39	1
		ILLINOIS	CONTRACT NO. 80C90	

* 40 + 4 = 44 TOTAL SHEETS

D-91-176-26



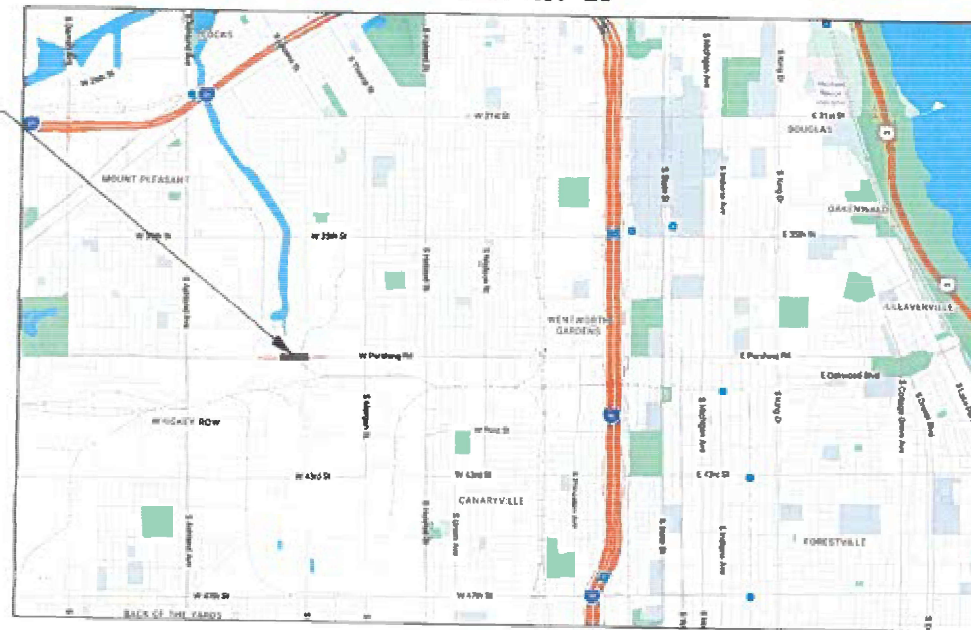
LOCATION OF SECTION INDICATED THIS: —

PROPOSED BRIDGE REPAIR PLANS

FAP ROUTE 391 (PERSHING ROAD)
OVER RACINE AVE & NS RR 1.3 MI W OF I-94
BRIDGE REPAIR
SECTION (1616-VB-WPGM) BR 25
PROJECT NHPP JU5G (295)
COOK COUNTY

C-91-207-26

BRIDGE REPAIR
SN 016-0396
STA 29+96 TO
STA 36+51



LOCATION MAP

NOT TO SCALE

GROSS LENGTH = 2470 FT. = 0.47 MILE

NET LENGTH = 655 FT. = 0.12 MILE

PROJECT LOCATED IN:
CITY OF CHICAGO

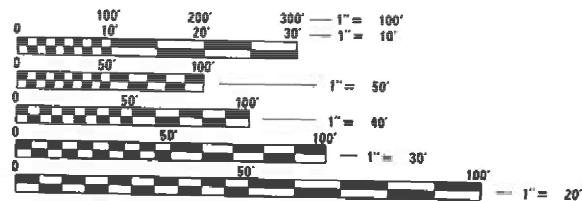
SUBSURFACE UTILITY ENGINEERING (S.U.E.)
UTILIZED ON THIS PROJECT

FOR INDEX OF SHEETS, SEE SHEET NO. 2

BRIDGE STRUCTURE
EXISTING - SN 016-0396

TRAFFIC DATA

OTHER PRINCIPAL ARTERIAL
PERSHING ROAD
EXISTING ADT: 15,550 (2022)
PERSHING ROAD (FRONTAGE ROADS)
EXISTING ADT: 450 (2022)



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.

PRIOR TO CONSTRUCTION, THE CONTRACTOR IS REQUIRED TO CALL THE CHICAGO UTILITY ALERT NETWORK (DIGGER/CHICAGO 811) AT 312-744-7000 FOR UNDERGROUND UTILITY LOCATIONS

PROJECT ENGINEER: VANESSA FRANCENE CECICH (847) 705-4594
PROJECT MANAGER: DARPIK SHAH (847)705-4755

CONTRACT NO. 80C90



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 9, 2026
Jose Rios, IR
REGIONAL ENGINEER

May 8, 2026
Scott A. Etkin
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2026
Y. Querry
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
				BRIDGE REHAB	SAFETY	UTILITIES
				0013	0021	0043
				016-1423	URBAN	URBAN
50102400	CONCRETE REMOVAL	CU YD	20	20		
50157300	PROTECTIVE SHIELD	SQ YD	2,808	2,808		
50200100	STRUCTURE EXCAVATION	CU YD	118	118		
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS FOR STRUCTURES	CU YD	160	160		
50300225	CONCRETE STRUCTURES	CU YD	27.5	27.5		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	24	24		
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	86,490	86,490		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	6,670	6,670		
53016000	DECK SLAB REPAIR (PARTIAL)	SQ YD	10	10		
53016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	5	5		
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	15	15		
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	110	110		
59000200	EPOXY CRACK INJECTION	FOOT	18	18		
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	300	300		
66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2		
66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
66901006	REGULATED SUBSTANCES MONITORING	DAYS	20	20		
67100100	MOBILIZATION	L SUM	1	1		
* 70107025	CHANGEABLE MESSAGE SIGN	CAL DA	60		60	

*SPECIALTY ITEM NOTE



USER NAME =	ParkK	DESIGNED DW	REVISED
		DRAWN AL	REVISED -
PLOT SCALE =		CHECKED KP	REVISED -
PLOT DATE =	4/28/2026	DATE 4/28/2026	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
 PERSHING ROAD

SHEET NO. 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	3
			CONTRACT NO. 80C90	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
				BRIDGE REHAB 0013	SAFETY 0021	UTILITIES 0043
				016-1423	URBAN	URBAN
* 70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,913		1,913	
* 70600235	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE), TEST LEVEL 2	EACH	4		4	
* 72000100	SIGN PANEL - TYPE 1	SQ FT	27		27	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,228		2,228	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	2,597		2,597	
* X0322785	PRE-CONSTRUCTION CLEANING AND TELEVISIONING	FOOT	340			340
* X0327682	CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT ENGINEERING SERVICES	L SUM	1			1
X5051203	STRUCTURAL STEEL REMOVAL	L SUM	1	1		
X5051206	STRUCTURAL STEEL REPAIR	POUND	320	320		
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	2	2		
* X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	51.4		51.4	
X7200203	DETOUR SIGNING	L SUM	1		1	
X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2		2	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
Z0021908	SILICONE JOINT SEALER, 2"	FOOT	77	77		
Z0073100	TEMPORARY SHORING	L SUM	1	1		
Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	9	9		

*SPECIALTY ITEM NOTE

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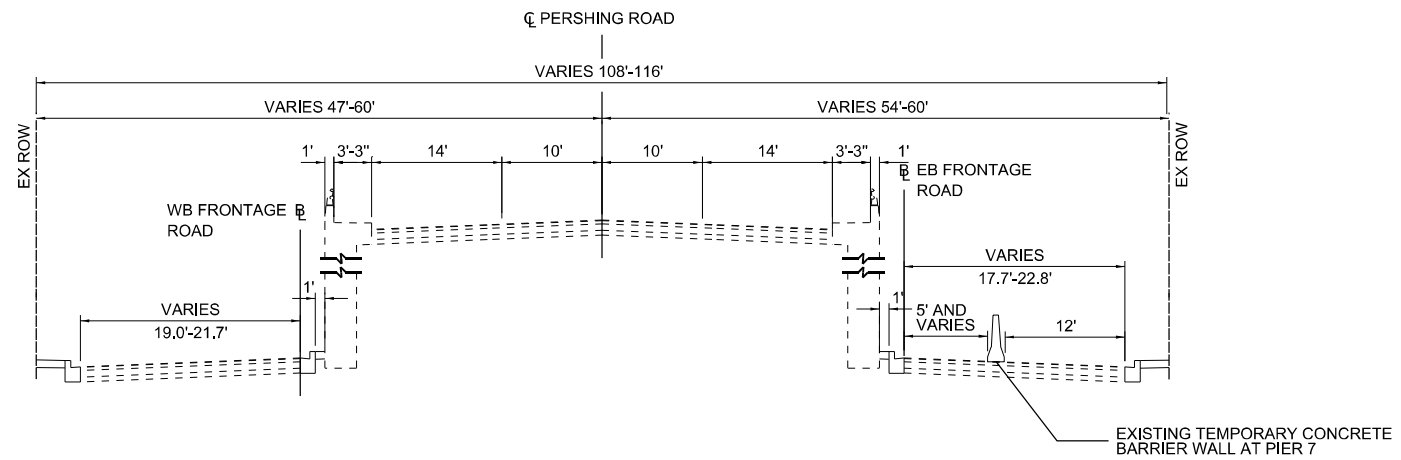
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	DRAWN AL	REVISED -
PLOT SCALE =	CHECKED KP	REVISED -
PLOT DATE = 4/28/2026	DATE 4/28/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
PERSHING ROAD

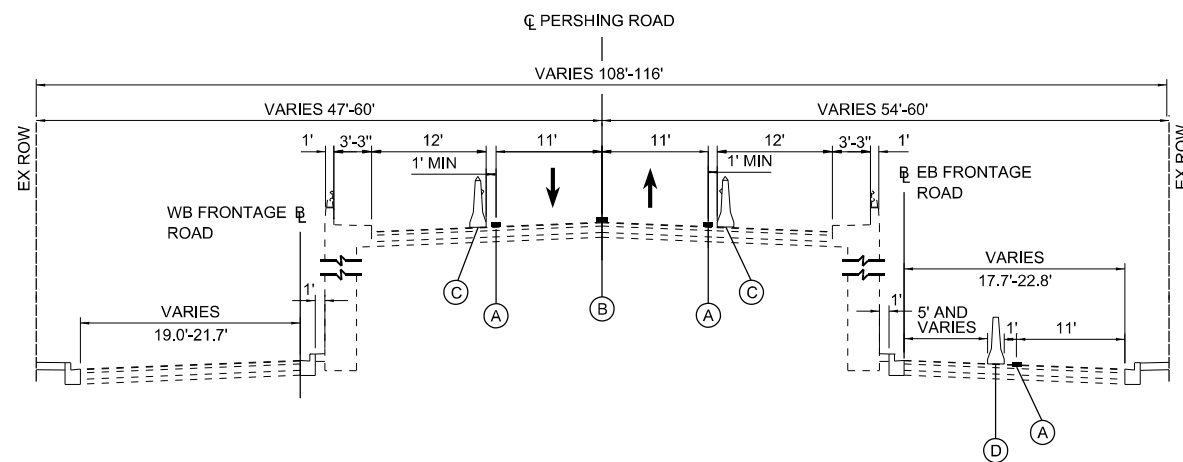
SHEET NO. 2 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	4
			CONTRACT NO. 80C90	
		ILLINOIS	FED. AID PROJECT	



**EXISTING TYPICAL SECTION
PERSHING ROAD**

STA 26+77 TO 39+43



**PROPOSED TYPICAL SECTION
PERSHING ROAD**

STA 26+77 TO 39+43

LEGEND

- (A) PAVEMENT MARKING - LINE 4" (SOLID WHITE) (SEE NOTE)
- (B) PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW) (SEE NOTE)
- (C) TEMPORARY CONCRETE BARRIER WITH MONO-DIRECTIONAL CRYSTAL TYPE C REFLECTORS PER STD 704001 AND 782006
- (D) PROPOSED TEMPORARY CONCRETE BARRIER EXTENDED 37.5' AT PIER 7

NOTE:
 STA 26+77 TO STA 29+99 - THERMOPLASTIC PAVEMENT MARKING - LINE 4"
 STA 29+99 TO STA 36+48.21 - MODIFIED URETHANE PAVEMENT MARKING - LINE 4"
 STA 33+47 TO STA 34+91 - THERMOPLASTIC PAVEMENT MARKING - LINE 4"
 STA 36+48.21 TO STA 39+43.51 - THERMOPLASTIC PAVEMENT MARKING - LINE 4"

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		DRAWN AL	REVISED -
PLOT SCALE =		CHECKED KP	REVISED -
PLOT DATE =	4/24/2026	DATE 4/17/2026	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
 PERSHING ROAD

SHEET NO. 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	5
CONTRACT NO. 80C90				
		ILLINOIS	FED. AID PROJECT	

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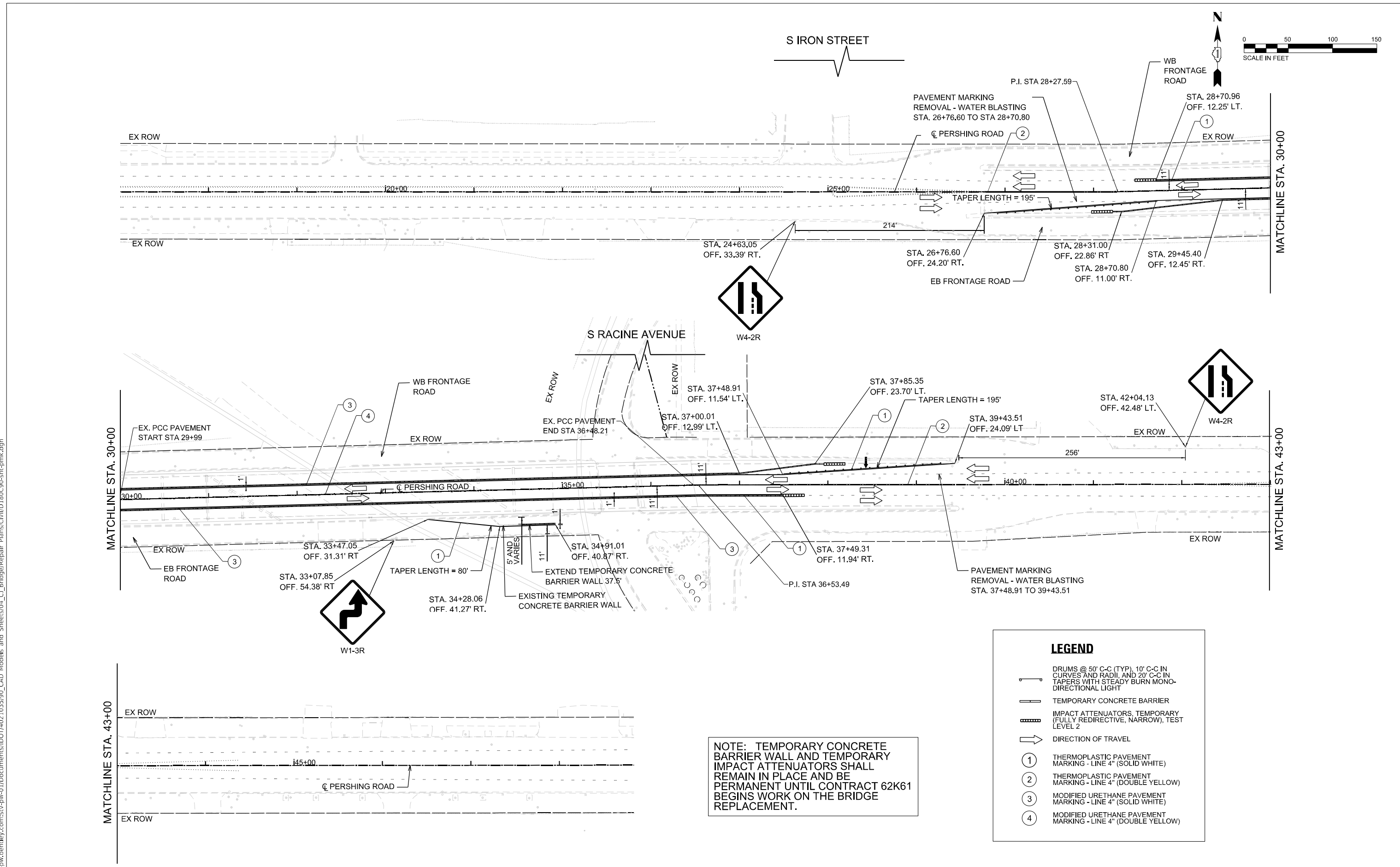
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DRAWN AL	REVISED -	CHECKED KP	REVISED -
PLOT SCALE =	DATE 4/17/2026	DATE 4/17/2026	REVISED -
PLOT DATE =	4/24/2026		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
 PERSHING ROAD

SHEET NO. 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WFGM) BR25	COOK	40	6
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				



NOTE: TEMPORARY CONCRETE BARRIER WALL AND TEMPORARY IMPACT ATTENUATORS SHALL REMAIN IN PLACE AND BE PERMANENT UNTIL CONTRACT 62K61 BEGINS WORK ON THE BRIDGE REPLACEMENT.

LEGEND

- DRUMS @ 50' C-C (TYP), 10' C-C IN CURVES AND RADII, AND 20' C-C IN TAPERS WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2
- DIRECTION OF TRAVEL
- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)
- 3 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- 4 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)

DIAL	CYCLE LENGTH	OFFSET	TIMES OF OPERATION	FLASH OPERATION
1	110"	60"	ALL OTHER TIMES	RØ2, RØ4, RØ6, RØ8,
2	110"	60"	6:00 AM TO 10:00 AM MONDAY - FRIDAY	ALL ARROWS AND WALK/DON'T WALK OFF
3	110"	52"	3:00 PM TO 7:00 PM MONDAY - FRIDAY	START UP FROM FLASH: 6" OF ALL RED, THEN GREEN FOR Ø2 & Ø6
4				

DIAL 1

PHASE NUMBER	PHASE							
	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN	6				6			
VEHICLE EXT.	3				3			
MAX GREEN	6	56		35	6	56		35
TRAILING GREEN								
YELLOW CHANGE	3	3		3	3	3		3
RED CLEARANCE		2		2		2		2
WALK		35		10		43		10
PED CLEARANCE		21		25		13		25
SPLITS	9	61		40	9	61		40
SEQUENCE	LEAD				LEAD			
ADVANCE PED(LP1)								
HOLDING PED(LAG PED)								
RECALL		COORD		MAX		COORD		MAX
DET. NON-LOCK	X				X			
FORCE MODE	FLOATING							

DIAL 2

PHASE NUMBER	PHASE							
	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN	6				6			
VEHICLE EXT.	3				3			
MAX GREEN	8	54		35	8	54		35
TRAILING GREEN								
YELLOW CHANGE	3	3		3	3	3		3
RED CLEARANCE		2		2		2		2
WALK		33		10		41		10
PED CLEARANCE		21		25		13		25
SPLITS	11	59		40	11	59		40
SEQUENCE	LEAD				LEAD			
ADVANCE PED(LP1)								
HOLDING PED(LAG PED)								
RECALL		COORD		MAX		COORD		MAX
DET. NON-LOCK	X				X			
FORCE MODE	FLOATING							

DIAL 3

PHASE NUMBER	PHASE							
	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN	6				6			
VEHICLE EXT.	3				3			
MAX GREEN	12	50		35	12	50		35
TRAILING GREEN								
YELLOW CHANGE	3	3		3	3	3		3
RED CLEARANCE		2		2		2		2
WALK		29		10		37		10
PED CLEARANCE		21		25		13		25
SPLITS	15	55		40	15	55		40
SEQUENCE	LEAD				LEAD			
ADVANCE PED(LP1)								
HOLDING PED(LAG PED)								
RECALL		COORD		MAX		COORD		MAX
DET. NON-LOCK	X				X			
FORCE MODE	FLOATING							

NOTE:
 EXTENDED GREEN TSP OF 10 SEC FOR NORTHBOUND/SOUTHBOUND ASHLAND AVE AT ALL TIMES.
 EARLY GREEN TSP OF 5 SEC FOR NORTHBOUND/SOUTHBOUND ASHLAND AVE AT ALL TIMES.

DEPARTMENT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 DETOUR TRAFFIC SIGNAL TIMING SCHEDULE
 S. ASHLAND AVE. AND W. 43RD ST.

CONSULTANT FIRM NAME/
 ADDRESS
TranSmart
 100 S. Wacker Drive Suite 400
 Chicago, Illinois 60606

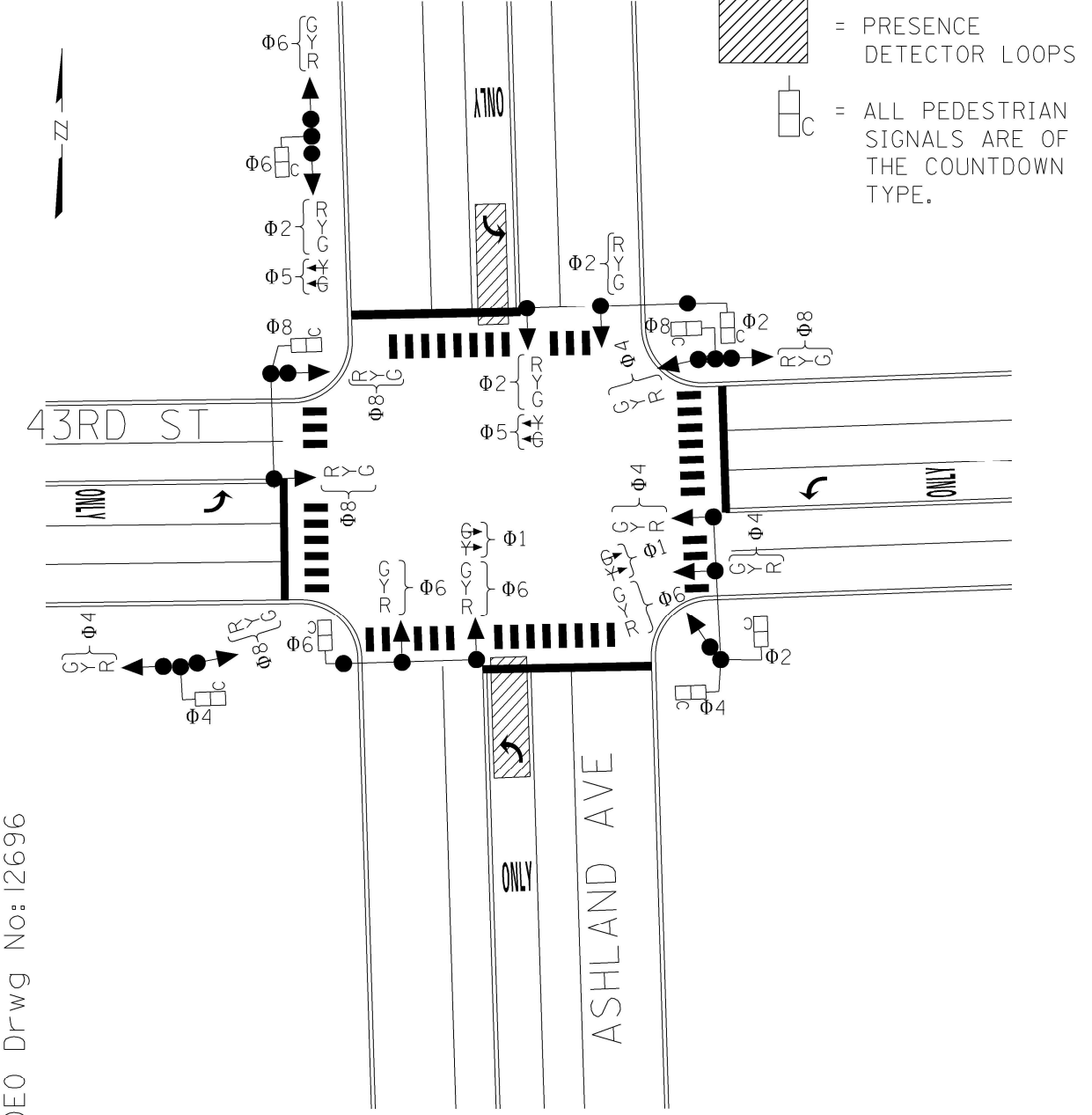
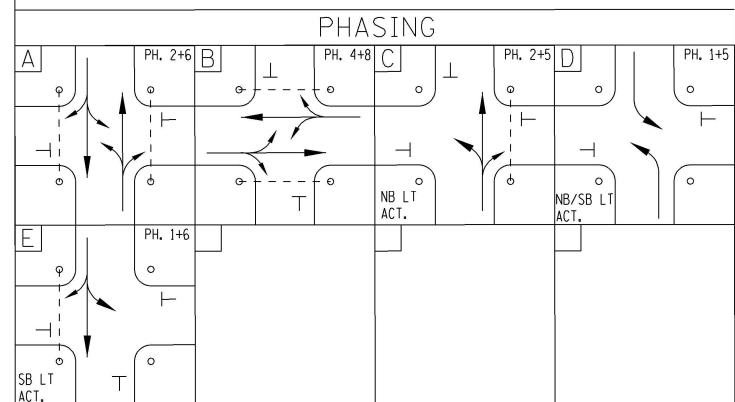
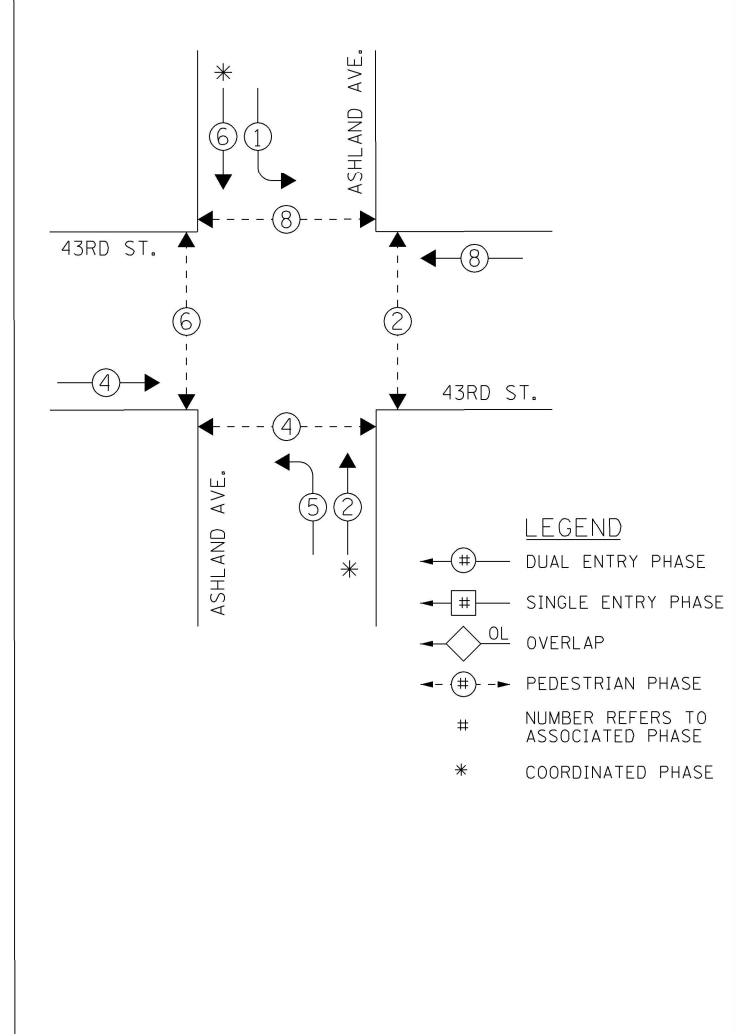
DESIGNED BY:
 NAME: S. MISZTAL
 APPROVED BY:

TRAFFIC ENGINEER
 REVIEWED BY:
 NAME: D. BRAZELTON
 DATE: 1-24-2024

TRAFFIC ENGINEER
 APPROVED BY:
 DATE:

SHEET: 1 OF 1

SENT: INSTALLED:



S. ASHLAND AVE & W. 43RD ST

DEO Draw No: 12696

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DBS DB STERLIN CONSULTANTS INC	USER NAME = BilgraS	DESIGNED	REVISED -
	PLOT SCALE =	DRAWN	REVISED -
	PLOT DATE = 4/27/2026	CHECKED	REVISED -
		DATE	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DETOUR TRAFFIC SIGNAL TIMING
 S. ASHLAND AVE. AT W. 43RD ST.

SHEET NO. 1 OF 2 SHEETS

F.A.P. RTE. 391	SECTION (1616-VB-WPGM) BR25	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 8A
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

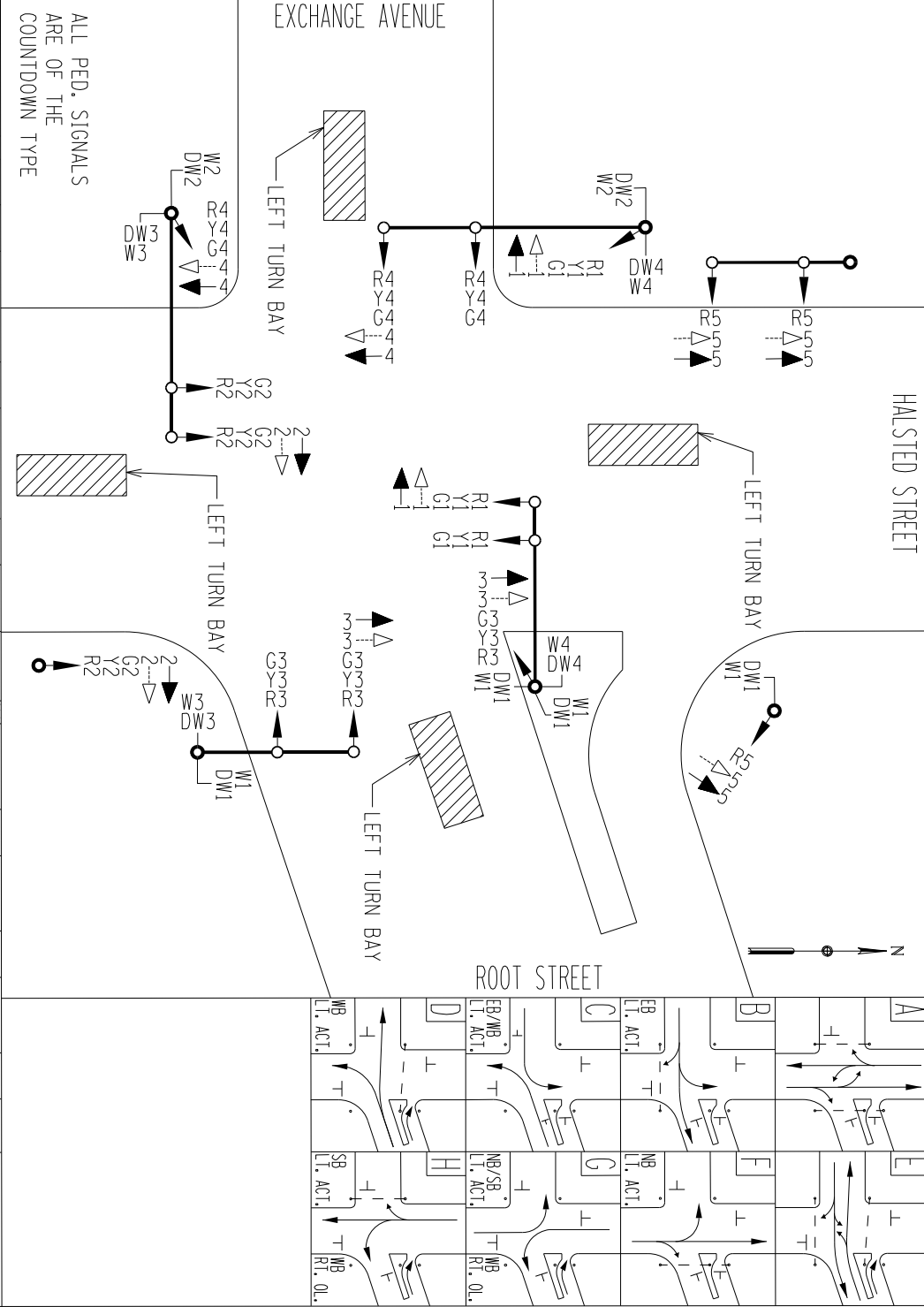
DESIGNED: SEM
 APPROVED: DJB
 CONSULTANT: TRANSMART
 DATE: 1-24-2024

CITY OF CHICAGO
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 DETOUR TRAFFIC SIGNAL TIMING SCHEDULE
HALSTED STREET, ROOT STREET & EXCHANGE AVENUE

4134 S. / 800 W.
 REVIEWED: TRAFFIC ENGINEER
 APPROVED: TRAFFIC ENGINEER
 SHEET 1 OF 1
 11" X 17"

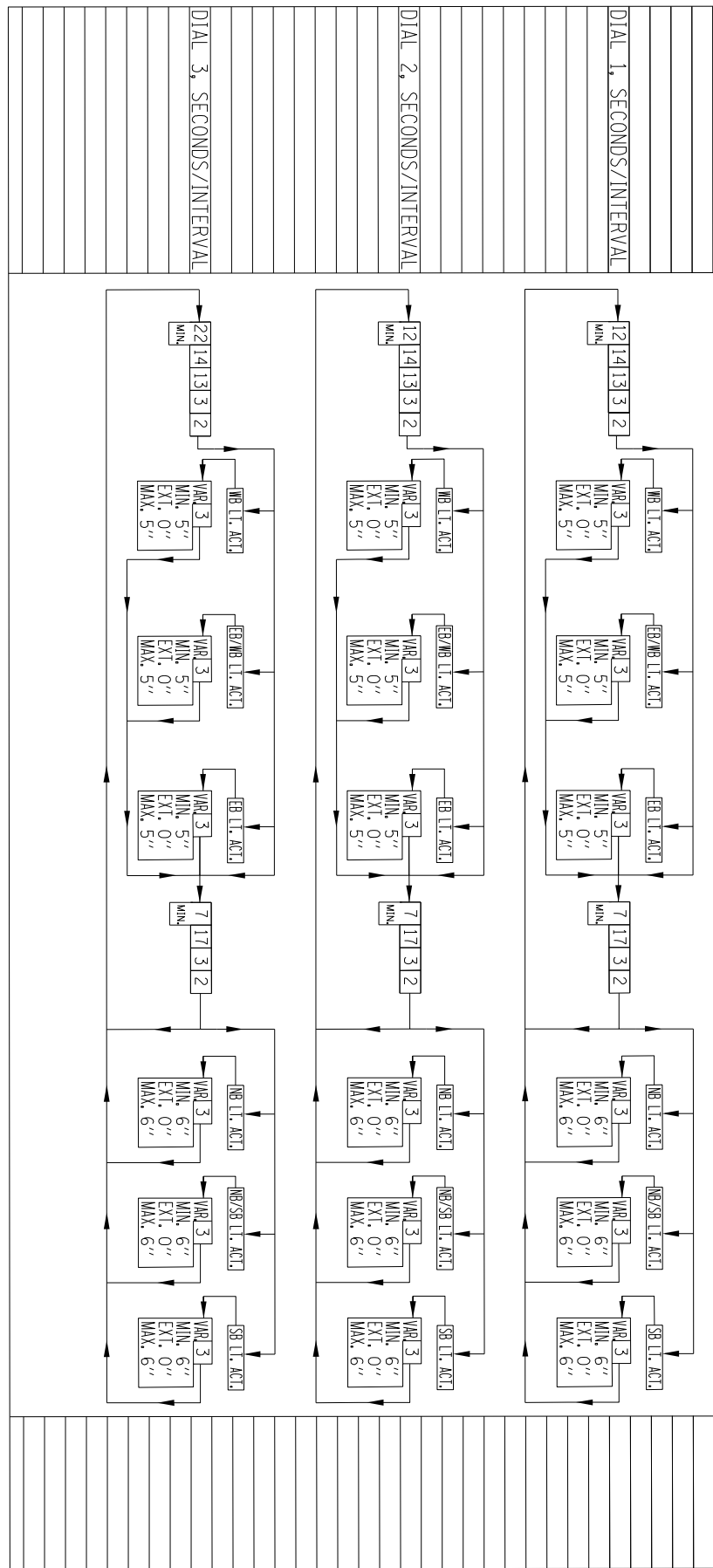
FLASH OPERATION:
 W, DW, S-OFF.
 START UP FROM FLASH: 6" OF ALL RED, THEN GREEN FOR PHASE A

Dial:	Offset:	Times Of Operation:
90	45"	ALL OTHER TIMES
90	45"	6:00 A.M. TO 10:00 A.M., MON. - FRI.
100	45"	3:00 P.M. TO 7:00 P.M., MON. - FRI.

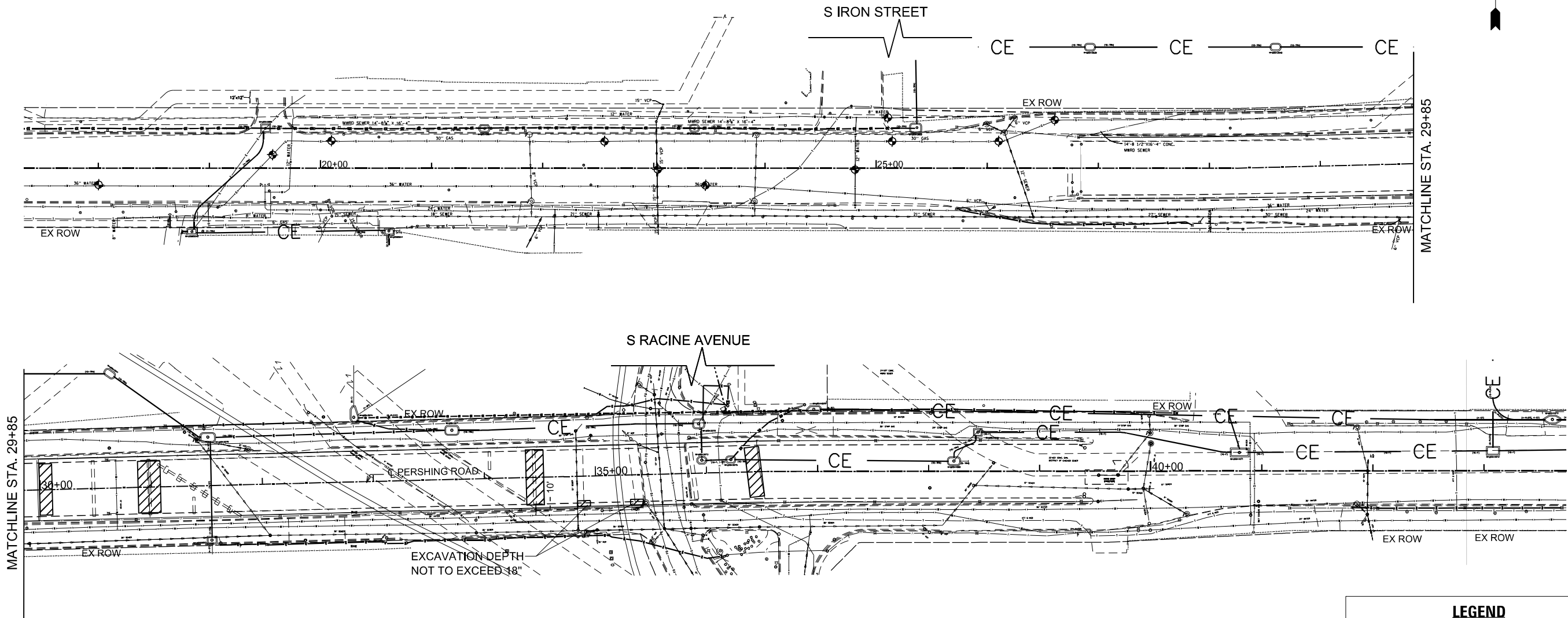
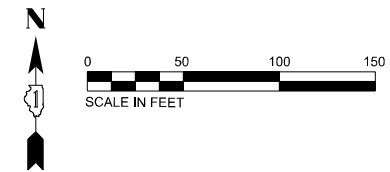


SIGNAL INDICATIONS:	PHASE:	INTERVAL:
HALSTED ST. (NB)	Y1	1
"	R1	1
"	G1	1
"	Y1	1
"	R1	1
"	G1	1
HALSTED ST. (SB)	Y2	1
"	R2	1
"	G2	1
"	Y2	1
"	R2	1
"	G2	1
EXCHANGE AVE. (EB)	Y3	1
"	R3	1
"	G3	1
"	Y3	1
"	R3	1
"	G3	1
ROOT ST. (NB)	Y4	1
"	R4	1
"	G4	1
"	Y4	1
"	R4	1
"	G4	1
ROOT ST. (WB)	Y5	1
"	R5	1
"	G5	1
"	Y5	1
"	R5	1
"	G5	1
WALK (E. XWALK)	W1	1
DONT WALK (W. XWALK)	W2	1
DONT WALK (S. XWALK)	W3	1
DONT WALK (N. XWALK)	W4	1
DONT WALK	W4	1

ALL PED. SIGNALS ARE OF THE COUNTDOWN TYPE	A	B	C	D	E	F	G	H
RED	1 2 3 4 5	6 7	8 9	10 11	12 13 14 15	16 17	18 19	20 21
GREEN								
YELLOW								
WALK								
DONT WALK								
WALK								
DONT WALK								
WALK								
DONT WALK								
WALK								
DONT WALK								




DIAL 1, SECONDS/INTERVAL	DIAL 2, SECONDS/INTERVAL	DIAL 3, SECONDS/INTERVAL
12 14 13 3 2	12 14 13 3 2	22 14 13 3 2
VAR 3	VAR 3	VAR 3
MIN. 5"	MIN. 5"	MIN. 5"
EXT. 0"	EXT. 0"	EXT. 0"
MAX. 5"	MAX. 5"	MAX. 5"




MATCHLINE STA. 29+85

MATCHLINE STA. 29+85

LEGEND

 EXCAVATION DEPTH NOT TO EXCEED 5'

 SUE QUALITY LEVEL A

NOTES

- THIS PROJECT WILL BE PLACED ON PEOPLES GAS WATCH & PROTECT. NOTIFY SYSTEM INTEGRITY OPERATIONS SUPERVISOR AT SOUTH-SHOP-OUC@PEOPLESGASDELIVERY.COM. A MINIMUM OF 5 BUSINESS DAYS PRIOR TO EXCAVATION TO SET UP ON-SITE INSPECTION.
- CONTRACTOR TO COORDINATE TRAFFIC CONTROL (INCLUDING LANE CLOSURES, VEHICLE AND EQUIPMENT PLACEMENT, ETC.) WITH CDOT -DIVISION OF INFRASTRUCTURE MANAGEMENT PRIOR TO IMPLEMENTATION OF ASSOCIATED WORK STAGES. CONTRACTOR TO SUBMIT CLOSURE PERMIT REQUEST TO CDOT-PERMITS (THIS TYPE OF ACTIVITY CANNOT BE REQUESTED ONLINE AND MUST BE GENERATED BY CDOT), AND PROVIDE A MINIMUM OF 2 WEEKS' NOTICE TO CTA FOR IMPACTS TO BUS SERVICE.
- CTA OPERATES BUSES ON PERSHING CTA BUSES REQUIRE A MINIMUM LANE WIDTH OF 11 IN WORK ZONES. CONTRACTOR MUST CONTACT CTA WITHIN A MINIMUM OF TWO WEEKS PRIOR TO ANY LANE OR STREET CLOSURES TO DISCUSS ANY IMPACTS TO BUS OPERATIONS, I.E. DETOURS, TEMPORARY BUS STOP RELOCATIONS OR ELIMINATIONS. PLEASE CONTACT TRAFFIC.PLANNING@TRANSITCHICAGO.COM TO COORDINATE ANY BUS SERVICE ISSUES.
- EXISTING CROWN CASTLE FACILITIES IN THE AREA. USE EXTREME CAUTION. HAND TRENCH WITHIN 3' OF CROWN CASTLE FACILITIES TO VISUALLY LOCATE, AND A MINIMUM OF 12" CLEARANCE (VERTICAL & HORIZONTAL) FROM EXISTING CROWN CASTLE FACILITIES IS REQUIRED. CONTACT DIGGER TO LOCATE UTILITIES A MINIMUM OF 48 HOURS BEFORE BEGINNING CONSTRUCTION.
- COMED DISTRIBUTION FACILITIES ARE PRESENT IN THE AREA OF CONSTRUCTION. USE EXTREME CAUTION NEAR ALL COMED DISTRIBUTION FACILITIES. HAND EXCAVATION IS REQUIRED PRIOR TO CROSSING. HAND DIG WITHIN 18" OF COMED FACILITIES. NO UNDERGROUND INSTALLATIONS WITHIN 12 OF CONDUIT. NO EXCAVATIONS DEEPER THAN 12" WITHIN 2' OF POLES OR 24" DEEP BETWEEN 2' - 4'. CONTACT ANGIE WILLIAMS, VIA EMAIL ANGELA.WILLIAMS@EXELONCORP.COM AT LEAST 6 WEEKS IN ADVANCE IF POLE OR CONDUIT BRACING WILL BE REQUIRED.
- AT&T HAS UNDERGROUND FACILITIES WITHIN THE PROJECT LIMITS AS SHOWN ON THE PROPOSED PLANS. USE CAUTION WHEN DIGGING/TRENCHING/BORING NEAR AT&T CONDUIT IN WORK AREA. LOCATE, PROTECT, AND SUPPORT AS REQUIRED. HAND DIG AROUND AT&T FACILITIES. MAINTAIN 12" VERTICAL AND 3' HORIZONTAL CLEARANCE. REQUESTOR ASSUMES ALL LIABILITY FOR DAMAGES TO AT&T FACILITIES. IF IT IS DETERMINED THAT AT&T FACILITIES NEED TO BE ADJUSTED, IT IS CONTRACTOR'S RESPONSIBILITY TO CONTACT AT&T BEFORE PROCEEDING.
- A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION NEAR THE EXISTING 12-INCH WATER MAIN APPROXIMATELY 2017' EEL S ASHLAND AVENUE AND THE 36-INCH CONCRETE FEEDER MAIN. IT IS REQUIRED THAT THE FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACM@DWMFPMO.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO A RESIDENT ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY IDOT, UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THIS REQUIREMENT MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS.

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USER NAME =	FurlonCM	DESIGNED DW	REVISED -
		DRAWN KM	REVISED -
PLOT SCALE =		CHECKED KP	REVISED -
PLOT DATE =	4/24/2026	DATE	4/17/2026
		REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

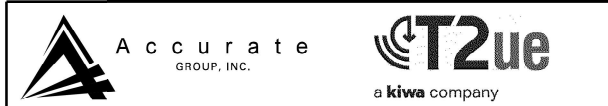
**EXISTING UTILITY PLAN
PERSHING ROAD**

SHEET NO. 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WFGM) BR25	COOK	40	9
CONTRACT NO. 80C90				

ILLINOIS FED. AID PROJECT

FOR REFERENCE ONLY



COVER SHEET

LEGEND	
AERIAL	— A — A — A — A — A
CABLE TV	— CTV — CTV — CTV — CTV — CTV
ELECTRIC	— E — E — E — E — E
FIBER OPTIC	— FO — FO — FO — FO — FO
GAS	— G — G — G — G — G
TELEPHONE	— T — T — T — T — T
WATER	— W — W — W — W — W
COMBINED SEWER	— CS — CS — CS — CS — CS
OIL PIPELINE	— O — O — O — O — O
QUALITY LEVEL D	— Q — Q — Q — Q — Q
UNKNOWN	— UNK — UNK — UNK — UNK — UNK

◆ TEST HOLE AGI
◆ TEST HOLE T2UE

KENNETH F. SLANINKA, JR.
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
062-055488
11-30-25

AHMED B. BEE, PE
PROJECT ENGINEER, ACCURATE GROUP, INC.
021272023

UTILITY OWNERS
AT&T / DISTRIBUTION G11629@ATT.COM COMCAST ATTN: MARTHA GIERAS MARTHA.GIERAS@CABLE.COMCAST.COM 224-220-5862 COMED DESIGN STAGE LOCATE LINE PLANSUBMITTALSANDMAPREQUESTS@EXELONCORP.COM 630-576-7094 LEVEL 3 (CENTURYLINK) NETWORK RELOCATIONS NATIONALRELO@CENTURYLINK.COM 877-366-8344 X 2 METROPOLITAN WATER RECLAMATION DISTRICT ATTN: PAUL SOBANSKI 708 588 4080 NATURAL GAS/KINDER MORGAN ATTN: ALEXANDER HENNING PMCENTRALENCROACEMENTS@KINDERMORGAN.COM NICOR GAS ATTN: CHARLES PARROTT CPARROTT@SOUTHERNCO.COM 630-388-2362

ABBREVIATIONS	
(QI-A)	UTILITY QUALITY LEVEL "A": VISUALLY VERIFIED TEST HOLE
(QI-B)	UTILITY QUALITY LEVEL "B": DESIGNATING
(QI-C)	UTILITY QUALITY LEVEL "C": RESEARCH WITH SURVEY
(QI-D)	UTILITY QUALITY LEVEL "D": RECORDS RESEARCH
(DATFI)	DEPICTED ACCORDING TO FIELD INSPECTION
(FU)	FIBER OPTIC
(AATUR)	ABANDONED ACCORDING TO UTILITY RECORDS
(AATFI)	ABANDONED ACCORDING TO FIELD INSPECTION
(EATFI)	EMPTY ACCORDING TO FIELD INSPECTION
DBC	DIRECT BURIED CABLE
RIP	RETIRED IN PLACE
EOI	END OF ELECTRONIC DESIGNATING INFORMATION
EORI	END OF UTILITY RECORD INFORMATION
(NAC)	NO ASSOCIATED CABLE FOUND FROM UTILITY STRUCTURE
(NAP)	NO ASSOCIATED PIPING FOUND FROM UTILITY STRUCTURE
(ATW)	ATTACHED TO WALL
(ATB)	ATTACHED TO BRIDGE
←	UTILITY ENDPOINT
(FOD)	FULL OF DEBRIS
(FOW)	FULL OF WATER
ELEV.	ELEVATION
TH	TEST HOLE
ST	STREET
AVE	AVENUE
RD	ROAD

NOTES

ALL UTILITY INFORMATION HEREON IS DEPICTED TO QUALITY LEVEL "B" (QI-B) UNLESS OTHERWISE NOTED. QI-B INFORMATION IS OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO IDENTIFY THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QI-B DATA ARE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES AND REDUCED ONTO PLAN DOCUMENTS. SIZE INFORMATION SHOWN HEREON IS TAKEN FROM AVAILABLE UTILITY RECORDS OR BEST EFFORT TO MEASURE IN THE FIELD.

SEE THE TEST HOLE DATA MATRIX FOR TEST HOLE INFORMATION

UTILITY INFORMATION LABELLED "QI-C" OR "QI-D" IS DERIVED FROM FURNISHED RECORDS. SUCH INFORMATION MAY NOT BE ACCURATE OR RELIABLE. ACCURATE GROUP, INC. EXPRESSLY DISCLAIMS RESPONSIBILITY FOR THE ACCURACY OR RELIABILITY OF UTILITY INFORMATION DEPICTED ACCORDING TO RECORDS.

ELECTRONIC DEPTH READINGS WERE TAKEN DIRECTLY FROM ELECTRONIC DESIGNATION INSTRUMENTS AND HAVE NOT BEEN VERIFIED BY ANY OTHER MEANS. EQUIPMENT MANUFACTURERS WILL NOT GUARANTEE AND ACCURACY FOR THIS DATA. THEREFORE, THE DEPTH READINGS ARE NOT TO BE CONSIDERED SUITABLE FOR DESIGN DECISIONS. ACCURATE GROUP, INC. DOES NOT WARRANT OR GUARANTEE THE ACCURACY OF RELIABILITY OF ANY ELECTRONIC DEPTH READINGS EXCEPT THOSE SPECIFIC POINTS WHERE DATA ARE LABELLED AS UTILITY QUALITY LEVEL A (QI-A) IN ACCORDANCE WITH ASCE 38-22.

THE BACKGROUND BASE (TOPO) AND ALIGNMENTS SHOWN WERE PROVIDED BY IDOT.

THE PROPOSED DESIGN AND/OR ALIGNMENT IS SHOWN FOR REFERENCE PURPOSES ON SHEETS ONTO WHICH THE EXISTING ROADWAYS DO NOT EXTEND. ALL PROPOSED DESIGNS WERE PROVIDED BY IDOT.

THE ELEVATION ON ALL STORM SEWER STRUCTURES WITH BEEHIVE GRATES WERE SHOT AT THE HIGHEST POINT OF THE GRATE.

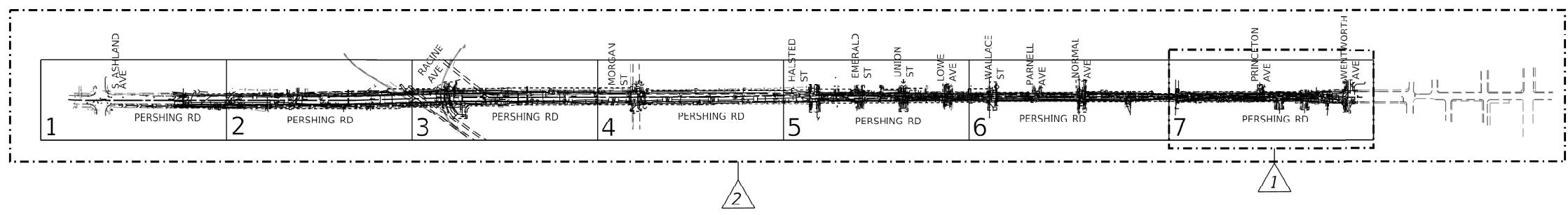
THE SANITARY AND STORM SEWER SIZES AND MATERIAL ALONG WITH STRUCTURE TYPE ARE FROM UTILITY RECORDS OR BEST EFFORT TO SEE OR MEASURE IN THE FIELD WITHOUT ENTERING THE STRUCTURE. SANITARY AND STORM LINES ARE DEPICTED AS QI-C UNLESS OTHERWISE INDICATED. THE PIPES WERE NOT RODED BETWEEN STRUCTURES AND THEREFORE WHERE THE CONNECTIVITY IS SHOWN IS BASED ON BEST EFFORT IN THE FIELD AND RECORDS. THE PIPE CONNECTIVITY BETWEEN STRUCTURES IS NOT SHOWN WHERE WE WERE UNABLE TO SEE THE PIPES DUE TO THE STRUCTURE BEING INUNDATED WITH WATER, OFFSET OF PIPES AND OUT OF VIEW OR FULL OF SILT OR DEBRIS.

ALL TEST HOLES PERFORMED BY T2UE AND AGI ARE ADDENDUM 2.

THE TEST HOLES AND CALLOUTS SHOWN IN BLUE COLOR ON PLAN SHEETS 6 AND 7 HAVE BEEN INVESTIGATED BY T2UE IN ACCORDANCE WITH SUE INDUSTRY STANDARDS. ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED TO T2UE BY OTHERS. T2UE'S SUE FIELD INVESTIGATION WAS PERFORMED 9/10/24 THROUGH 9/30/24. CHANGES TO UTILITIES AFTER 9/30/24 MAY HAVE BEEN MADE AND THEREFORE MAY RESULT IN VARIANCES FROM THIS PLAN. CONSIDERATION SHOULD BE GIVEN TO UPDATING THIS PLAN IF DEEMED ADVISABLE PRIOR TO FINAL DESIGN AND CONSTRUCTION.

THE TEST HOLES AND CALLOUTS SHOWN IN RED COLOR ON PLAN SHEETS 1 TO 6 HAVE BEEN INVESTIGATED BY AGI IN ACCORDANCE WITH SUE INDUSTRY STANDARDS. ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED TO AGI BY OTHERS. AGI'S SUE FIELD INVESTIGATION WAS PERFORMED 09/25/2024 THROUGH 10/28/2024.

UNLESS OTHERWISE NOTED, UTILITY LINE LIMITS DEPICTED REPRESENT FIELD DESIGNATING LIMITS AND NOT ENDPOINTS OF UTILITIES.



	USER NAME = akoller	DESIGNATED - MA / AA	REVISED - AB - 03/26/2024	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUBSURFACE UTILITY ENGINEERING STUDY PERSHING RD. FROM ASHLAND AVE. TO WENTWORTH AVE.	F.A. RTE.	SECTION	COUNTY	COVER SHEET
	DRAFTED - MA / KLC	REVISED - AB/KFS - 02/28/2025	SCALE: 1"=50'			SHEET 1 OF 7 SHEETS	CONTRACT: 62K61	ILLINOIS	
PLOT DATE = 3/3/2025	CHECKED - AB / KFS	REVISED -	DATE - 02/27/2023						

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USER NAME = LauriA	DESIGNED -	REVISED -
DRAWN -	REVISED -	
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 3/6/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSURFACE UTILITY ENGINEERING STUDY
PERSHING ROAD**

SHEET NO. 1 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	10
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

FOR REFERENCE ONLY

3

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SCALE IN FEET

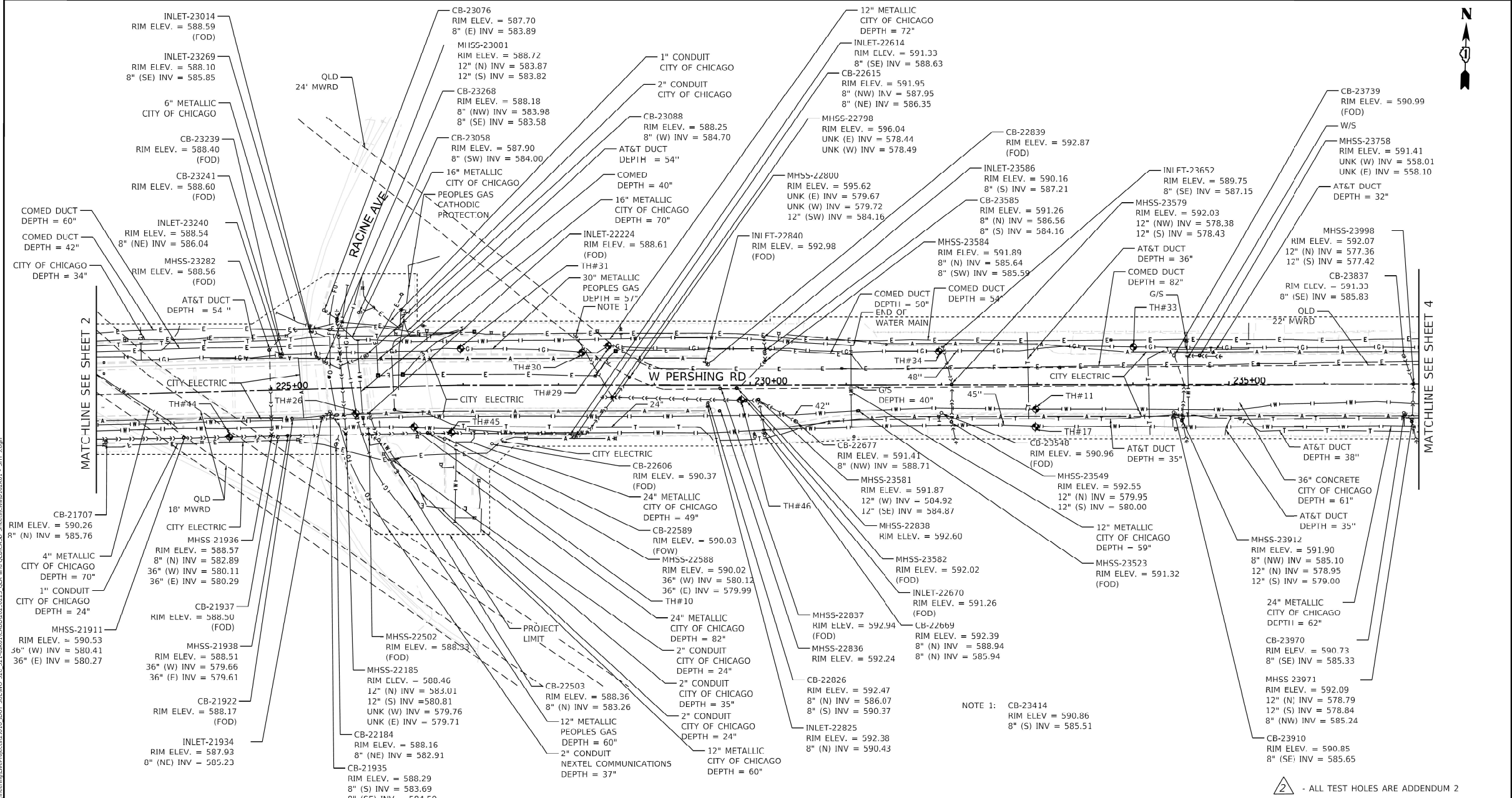
LEGEND

- AERIAL ——— A ——— A ——— A
- CABLE TV — CTV — CTV — CTV — CTV
- ELECTRIC — E — E — E — E
- FIBER OPTIC — FO — FO — FO — FO
- GAS — G — G — G — G
- TELEPHONE — T — T — T — T
- WATER — W — W — W — W
- COMBINED SEWER ———>——>——>——>——>——>
- OIL PIPELINE ——— O ——— O ——— O
- QUALITY LEVEL D ——— Q ——— Q ——— Q
- UNKNOWN — UNK — UNK — UNK — UNK

KEY MAP

I, AHMED B. E. E, CERTIFY TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE UTILITY INFORMATION DEPICTED BY ACCURATE GROUP, INC. ON THIS PLAN SHEET WAS OBTAINED AND COMPILED UNDER MY DIRECT SUPERVISION USING ACCEPTED PRACTICES AND PROCEDURES.

DATE: 02/27/2023
AHMED B. E. E, PE
PROJECT ENGINEER, ACCURATE GROUP, INC.



	USER NAME = akoller DESIGNATED - MA DRAFTED - MA CHECKED - AB PLOT DATE = 3/3/2025	DESIGNED - MA REVISIONS: 1 - AB - 02/28/2025 2 - 3 - 4 - 5 - 6 - 7 - 8 - 9 - 10 -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUBSURFACE UTILITY ENGINEERING STUDY PERSHING RD. FROM ASHLAND AVE. TO WENTWORTH AVE.	F.A. RTE. _____ SECTION _____ COUNTY COOK TOTAL SHEETS 7 SHEET NO. 3 CONTRACT: 62K61 ILLINOIS
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USER NAME = LauriA	DESIGNED -	REVISED -		
	DRAWN -	REVISED -		
PLOT SCALE =	CHECKED -	REVISED -		
PLOT DATE = 3/6/2026	DATE -	REVISED -		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSURFACE UTILITY ENGINEERING STUDY
PERSHING ROAD**
 SHEET NO. 3 OF 6 SHEETS

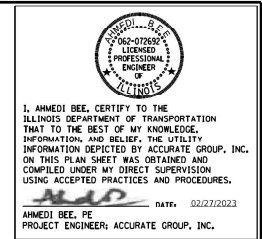
F.A.P. RTE.	SECTION (1616-VB-WPGM) BR25	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 12
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

FOR REFERENCE ONLY



TEST HOLE MATRIX

(QL-A) UTILITY QUALITY LEVEL "A": VISUALLY VERIFIED TEST HOLE
 (QL-B) UTILITY QUALITY LEVEL "B": DESIGNATING
 (QL-C) UTILITY QUALITY LEVEL "C": RESEARCH WITH SURVEY
 (QL-D) UTILITY QUALITY LEVEL "D": RECORDS RESEARCH



TEST HOLE NUMBER	APPROXIMATE STATION	DATE	TYPE OF UTILITY	UTILITY SIZE (INCHES)	MATERIAL OF UTILITY	CROSS SECTION	UTILITY DIRECTION	APPROXIMATE OFFSET	SURVEY POINT ID NUMBER	NORTHING	EASTING	EXISTING GROUND ELEVATION	TOP OF UTILITY FIELD DEPTH	ELEVATION (TOP OF UTILITY)	SURFACE TYPE	SURFACE THICKNESS (INCHES)	QUALITY LEVEL	NOTES
1	207+29	9/25/2024	UNKNOWN	16	CORRUGATED METAL PIPE	⌋	—	19.6' RIGHT OF BACK OF CURB	10000	1878817.540	1167035.138	592.35'	3.64'	588.71'	CONCRETE	4" CONCRETE	QL A	NO WATER IN LOCATION ACCORDING TO WATER RECORDS. FOUND A POSSIBLE CORRUGATED STORM PIPE.
2	254+90	9/26/2024	ELECTRIC	30X8	DUCT	⌋	—	9.5' RIGHT OF BACK OF CURB	10033	1879030.874	1171791.206	592.01'	2.68'	589.33'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	EXPOSED NORTH AND SOUTH EDGE OF E DUCT. BOTTOM MEASUREMENT WAS TAKEN FROM NORTH EDGE DUCT.
3	215+27	9/26/2024	WATER MAIN	8	METALLIC	⌋	—	3.9' LEFT OF ROW FENCE	10010	1878933.608	1167829.878	593.05'	5.74'	587.31'	NATURAL GROUND	N/A	QL A	
4	255+49	9/27/2024	BURIED TELEPHONE	12X12	DUCT	⌋	—	10.4' LEFT OF BACK OF CURB	10028	1878997.154	1171850.087	591.86'	2.66'	589.20'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	EXPOSED SOUTH EDGE OF BT DUCT TEST HOLE WAS REQUESTED ON MCI UPON MORE INVESTIGATION RECORDS SHOW OWNER IS AT&T.
5	257+07	9/30/2024	BURIED TELEPHONE	12X12	DUCT	⌋	—	11.7' LEFT OF BACK OF CURB	10029	1879002.125	1172007.77	592.18'	2.79'	589.39'	ASPHALT	16" ASPHALT	QL A	EXPOSED SOUTH EDGE OF BT DUCT TEST HOLE WAS REQUESTED ON MCI UPON MORE INVESTIGATION RECORDS SHOW OWNER IS AT&T.
6	262+26	9/30/2024	FIBER OPTIC	6	POLYETHYLENE PIPE	⌋	—	19.2' LEFT OF BACK OF CURB	10030	1879023.322	1172527.617	592.45'	3.13'	589.32'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
7	208+16	10/2/2024	WATER MAIN	36	CONCRETE	⌋	—	16.8' LEFT OF BACK OF CURB	10001	1878855.317	1167121.069	592.18'	3.58'	588.60'	ASPHALT	8" ASPHALT, 12" CONCRETE	QL A	
8	265+18	10/3/2024	FIBER OPTIC	20X10	DUCT	⌋	—	16.6' LEFT OF BACK OF CURB	10031	1879028.455	1172819.374	592.12'	2.32'	589.80'	ASPHALT	6" ASPHALT, 12" CONCRETE	QL A	EXPOSED NORTH EDGE OF FO DUCT.
9	213+62	10/4/2024	WATER MAIN	36	CONCRETE	⌋	—	16.6' LEFT OF BACK OF CURB	10006	1878868.510	1167667.319	592.24'	4.14'	588.10'	ASPHALT	6" ASPHALT, 12" CONCRETE	QL A	
10	226+48	10/4/2024	WATER MAIN	24	METALLIC	⌋	—	9.7' LEFT OF BACK OF CURB	10013	1878895.420	1168953.822	589.36'	3.92'	585.44'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
11	232+99	10/7/2024	WATER MAIN	36	CONCRETE	⌋	—	5.8' LEFT OF BACK OF CURB	10019	1878928.205	1169602.619	591.04'	4.20'	586.84'	ASPHALT	12" ASPHALT, 12" CONCRETE	QL A	
12	241+41	10/7/2024	WATER MAIN	36	CONCRETE	⌋	—	9.8' LEFT OF BACK OF CURB	10024	1878954.308	1170444.927	591.78'	3.70'	588.08'	ASPHALT	6" ASPHALT, 12" CONCRETE	QL A	
13	250+35	10/8/2024	WATER MAIN	36	CONCRETE	⌋	—	21.3' LEFT OF BACK OF CURB	10026	1878989.669	1171338.5	591.28'	3.82'	587.46'	ASPHALT	8" ASPHALT, 8" CONCRETE	QL A	
14	254+58	10/8/2024	WATER MAIN	36	CONCRETE	⌋	—	18.6' RIGHT OF BACK OF CURB	10034	1879020.743	1171759.58	592.36'	3.56'	588.80'	ASPHALT	6" ASPHALT, 12" CONCRETE	QL A	FIELD PHOTO SHOWS ERROR IN TH NUMBER. PICTURE HAS TH13. THE TH IS NOTED AS TH13 INSTEAD OF TH14.
15	262+17	10/9/2024	WATER MAIN	36	CONCRETE	⌋	—	15.5' RIGHT OF BACK OF CURB	10032	1879041.108	1172517.738	592.26'	4.10'	588.16'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
16	214+95	10/9/2024	WATER MAIN	12	METALLIC	⌋	—	31.8' RIGHT OF BACK OF CURB	10007	1878865.948	1167801.448	592.58'	5.66'	586.92'	ASPHALT	6" ASPHALT, 12" CONCRETE	QL A	
17	232+98	10/10/2024	WATER MAIN	24	METALLIC	⌋	—	13.2' RIGHT OF BACK OF CURB	10020	1878909.591	1169602.645	591.93'	5.44'	586.49'	ASPHALT	4" ASPHALT	QL A	
18	242+70	10/10/2024	WATER MAIN	24	METALLIC	⌋	—	12.8' RIGHT OF BACK OF CURB	10025	1878935.573	1170574.055	592.14'	5.06'	587.08'	NATURAL GROUND	N/A	QL A	
19	213+19	10/11/2024	COMBINED SEWER	16	CONCRETE	⌋	—	33.0' RIGHT OF BACK OF CURB	10005	1878881.677	1167623.955	592.58'	13.77'	578.81'	ASPHALT	6" ASPHALT, 16" CONCRETE	QL A	BRIEFLY EXPOSED EAST EDGE PIPE BEFORE HOLE COLLAPSED. CLEARED UP TO 9" BUT WAS UNABLE TO EXPOSE AGAIN. CONFIRMED SIZE OF PIPE IN CATCH BASIN SOUTH SIDE OF PERSHING.
20	212+71	10/14/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	8.1' RIGHT OF BACK OF CURB	10004	1878905.672	1167575.368	592.10'	3.72'	588.38'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
21	210+26	10/14/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	7.6' RIGHT OF BACK OF CURB	10003	1878900.114	1167329.613	591.98'	3.52'	588.46'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
22	209+73	10/14/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	20' RIGHT OF BACK OF CURB	10002	1878886.202	1167277.036	592.45'	3.61'	588.84'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
23	216+77	10/15/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	6.6' RIGHT OF BACK OF CURB	10011	1878935.206	1167979.979	591.71'	3.69'	588.02'	ASPHALT	2" ASPHALT, 12" CONCRETE	QL A	
24	216+26	10/15/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	18.8' RIGHT OF BACK OF CURB	10009	1878914.698	1167930.084	592.31'	4.12'	588.19'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
25	215+30	10/15/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	7.7' RIGHT OF BACK OF CURB	10008	1878912.343	1167834.23	592.38'	3.38'	589.00'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
26	225+88	10/16/2024	GAS MAIN/PIPELINE	20	METALLIC	⌋	—	15.2' LEFT OF BACK OF CURB	10012	1878905.958	1168892.7	586.42'	3.42'	583.00'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
27	230+90	10/16/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	3.2' RIGHT OF EDGE OF PAVEMENT	10023	1878990.900	1170200.004	591.20'	4.50'	586.70'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
28	237+50	10/16/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	6.2' LEFT OF BACK OF CURB	10022	1879004.284	1170052.054	591.52'	3.49'	588.03'	ASPHALT	4" ASPHALT	QL A	
29	228+52	10/17/2024	GAS MAIN/PIPELINE	24	METALLIC	⌋	—	13.8' RIGHT OF BACK OF CURB	10017	1871982.979	1169154.445	591.73'	1.54'	590.19'	ASPHALT	2" ASPHALT, 10" CONCRETE	QL A	
30	228+25	10/17/2024	GAS MAIN/PIPELINE	24	METALLIC	⌋	—	20.2' RIGHT OF BACK OF CURB	10016	1875975.475	1169127.269	591.69'	2.93'	588.76'	ASPHALT	2" ASPHALT, 10" CONCRETE	QL A	
31	226+99	10/17/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	14.7' RIGHT OF BACK OF CURB	10014	1878976.236	1169000.064	590.46'	4.16'	586.30'	ASPHALT	2" ASPHALT, 10" CONCRETE	QL A	
32	253+65	10/18/2024	GAS MAIN/PIPELINE	6	POLYETHYLENE PIPE	⌋	—	2.4' RIGHT OF BACK OF CURB	10035	1879034.443	1171666.189	591.72'	3.23'	588.49'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
33	234+01	10/18/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	6.8' LEFT OF BACK OF CURB	10021	1878995.811	1169702.884	591.57'	3.34'	588.23'	CONCRETE	4" CONCRETE	QL A	
34	231+98	10/18/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	6.0' RIGHT OF BACK OF CURB	10018	1878985.789	1169499.899	590.22'	2.70'	587.52'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
35	253+30	10/21/2024	GAS MAIN/PIPELINE	6	METALLIC	⌋	—	9.7' LEFT OF BACK OF CURB	10027	1878946.775	1171633.964	592.29'	2.18'	590.11'	CONCRETE	12" CONCRETE	QL A	
36	234+09	10/21/2024	GAS MAIN/PIPELINE	6	METALLIC	⌋	—	5.0' LEFT OF BACK OF CURB	10036	1878988.807	1171710.7	591.94'	3.44'	588.50'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	

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	DRAFTED - MA	REVISED -
	CHECKED - AB	REVISED -
PLOT DATE = 3/3/2025	DATE - 02/27/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSURFACE UTILITY ENGINEERING STUDY
PERSHING RD. FROM ASHLAND AVE. TO WENTWORTH AVE.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
CONTRACT: 62K61				
ILLINOIS				

SCALE: 1"=50' SHEET 1 OF 2 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSURFACE UTILITY ENGINEERING STUDY
PERSHING ROAD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	13
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				



SHEET NO. 4 OF 6 SHEETS

MODEL: Default
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USER NAME = LauriA	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/6/2026	DATE -	REVISED -

FOR REFERENCE ONLY

 <p>Accurate GROUP, INC.</p>		<p>UTILITY QUALITY LEVEL "A": VISUALLY VERIFIED TEST HOLE UTILITY QUALITY LEVEL "B": DESIGNATING UTILITY QUALITY LEVEL "C": RESEARCH WITH SURVEY UTILITY QUALITY LEVEL "D": RECORDS RESEARCH</p>
<h2>TEST HOLE MATRIX</h2>		 <p>I, AHMED B. E. E., CERTIFY TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE UTILITY INFORMATION DEPICTED BY ACCURATE GROUP, INC. ON THIS PLAN SHEET WAS OBTAINED AND COMPILED UNDER MY DIRECT SUPERVISION USING ACCEPTED PRACTICES AND PROCEDURES.</p> <p><i>A.B.E.E.</i> DATE: 02/27/2023 AHMED B. E. E., PE PROJECT ENGINEER, ACCURATE GROUP, INC.</p>

TEST HOLE NUMBER	APPROXIMATE STATION	DATE	TYPE OF UTILITY	UTILITY SIZE (INCHES)	MATERIAL OF UTILITY	CROSS SECTION	UTILITY DIRECTION	APPROXIMATE OFFSET	SURVEY POINT ID NUMBER	NORTHING	EASTING	EXISTING GROUND ELEVATION	TOP OF UTILITY FIELD DEPTH	ELEVATION (TOP OF UTILITY)	SURFACE TYPE	SURFACE THICKNESS (INCHES)	QUALITY LEVEL	NOTES
37	255+62	10/21/2024	GAS MAIN/PIPELINE	6	METALLIC	⌋	—	5.5' LEFT OF BACK OF CURB	10040	1878992.614	1171863.202	591.65'	3.14'	588.51'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
38	253+73	10/22/2024	GAS MAIN/PIPELINE	6	METALLIC	⌋	—	4.9 LEFT OF BACK OF CURB	10045	1878987.023	1171675.33	591.87'	3.68'	588.19'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
39	255+16	10/22/2024	GAS MAIN/PIPELINE	6	METALLIC	⌋	—	5.0 LEFT OF BACK OF CURB	10046	1878991.323	1171817.491	591.77'	3.34'	588.43'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
40	256+85	10/22/2024	GAS MAIN/PIPELINE	6	METALLIC	⌋	—	3.7' LEFT OF BACK OF CURB	10047	1878994.055	1171985.517	591.50'	3.34'	588.16'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
41	259+28	10/23/2024	GAS MAIN/PIPELINE	6	METALLIC	⌋	—	5.9 LEFT OF BACK OF CURB	10048	1879007.021	1172229.622	591.70'	3.72'	587.98'	ASPHALT	3" ASPHALT, 12" CONCRETE	QL A	
42	262+48	10/23/2024	GAS MAIN/PIPELINE	6	METALLIC	⌋	—	5.7 LEFT OF BACK OF CURB	10049	1879010.515	1172549.782	591.88'	3.18'	588.70'	ASPHALT	3" ASPHALT, 12" CONCRETE	QL A	
43	263+46	10/23/2024	GAS MAIN/PIPELINE	6	METALLIC	⌋	—	4.5' LEFT OF BACK OF CURB	10050	1879011.777	1172647.987	591.53'	3.04'	588.49'	ASPHALT	3" ASPHALT, 12" CONCRETE	QL A	
44	224+55	10/24/2024	COMBINED SEWER	36	CONCRETE	⌋	—	4.2' LEFT OF BACK OF CURB	10042	1878878.371	1168761.418	589.23'	6.45'	582.78'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	WRONG OFFSET ON BOARD, CORRECT MEASUREMENT IS 4.2'
45	226+87	10/24/2024	COMBINED SEWER	36	CONCRETE	⌋	—	19.4' RIGHT OF BACK OF CURB	10043	1878888.411	1168992.944	590.14'	7.70'	582.44'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	UNABLE TO EXPOSE UTILITY DUE TO COLLAPSE OF HOLE. EXPOSED HOLE UP TO 6'.
46	229+91	10/25/2024	COMBINED SEWER	12	CONCRETE	⌋	—	36.3' LEFT OF BACK OF CURB	10044	1878930.361	1169294.707	592.04'	6.70'	585.34'	ASPHALT	8" ASPHALT, 12" CONCRETE	QL A	
47	205+68	10/28/2024	COMBINED SEWER	144	CONCRETE	⌋	—	12.8' LEFT OF BACK OF CURB	10041	1878820.263	1166874.298	592.71'	8.56'	584.15'	NATURAL GROUND	NA	QL A	

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	USER NAME = akoller PLOT DATE = 3/3/2025	DESIGNATED - MA DRAFTED - MA CHECKED - AB DATE - 02/27/2023	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUBSURFACE UTILITY ENGINEERING STUDY PERSHING RD. FROM ASHLAND AVE. TO WENTWORTH AVE.	F.A. RTE. SECTION COUNTY COOK	TOTAL SHEETS 2	SHEET NO. 2	
						CONTRACT: 62K61		ILLINOIS	

	USER NAME = LauriA PLOT SCALE = PLOT DATE = 3/6/2026	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUBSURFACE UTILITY ENGINEERING STUDY PERSHING ROAD	F.A.P. RTE. SECTION COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 14	
						CONTRACT NO. 80C90		ILLINOIS FED. AID PROJECT	

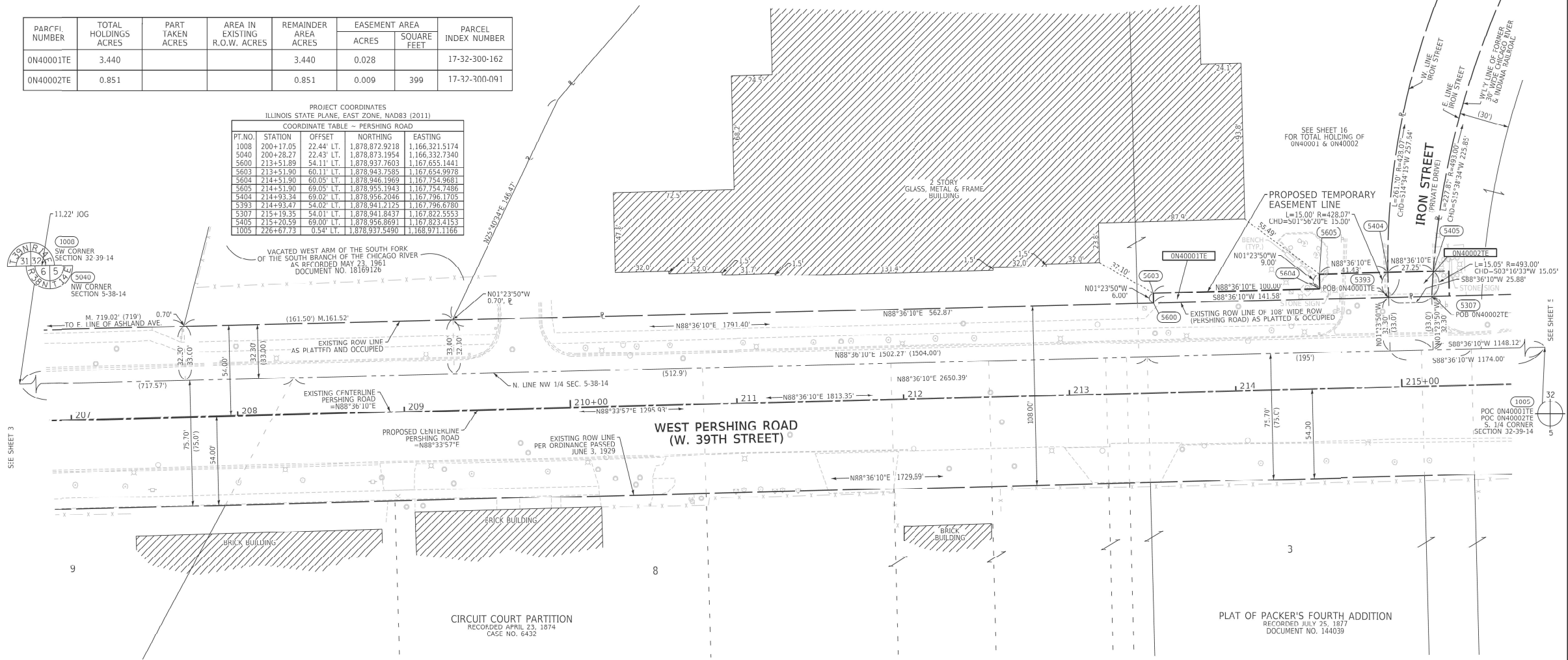
FOR REFERENCE ONLY

PART OF THE SW 1/4 OF SECTION 32, TWP. 39 N., R. 14 E., AND PART OF THE NW 1/4 OF SECTION 5, TWP. 38 N., R.14 E, ALL IN THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	SQUARE FEET	PARCEL INDEX NUMBER
0N40001TE	3.440			3.440	0.028		17-32-300-162
0N40002TE	0.851			0.851	0.009	399	17-32-300-091

PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)
COORDINATE TABLE - PERSHING ROAD

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1008	200+17.05	22.44' LT.	1,878,872.9218	1,166,321.5174
5040	200+28.27	22.43' LT.	1,878,873.1954	1,166,332.7340
5600	213+51.89	54.11' LT.	1,878,937.7603	1,167,655.1441
5603	213+51.90	60.11' LT.	1,878,943.7585	1,167,654.9978
5604	214+51.90	60.05' LT.	1,878,946.1969	1,167,754.9681
5605	214+51.90	69.05' LT.	1,878,955.1943	1,167,754.7486
5404	214+93.34	69.02' LT.	1,878,956.2046	1,167,796.1705
5393	214+93.47	54.02' LT.	1,878,941.2125	1,167,796.6780
5307	215+19.35	54.01' LT.	1,878,941.8437	1,167,822.5553
5405	215+20.59	69.00' LT.	1,878,956.8691	1,167,823.4153
1005	226+67.73	0.54' LT.	1,878,937.5490	1,168,971.1166



LEGEND

- SECTION / QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- EXISTING ACCESS CONTROL LINE
- PROPOSED ACCESS CONTROL LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

GRAPHIC SCALE
SCALE: 1" = 30'

- IRON PIPE OR ROD FOUND
 - CUT CROSS FOUND OR SET
 - STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 - STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER
 - PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101.02 (TO BE SET BY OTHERS)
 - RIGHT OF WAY STAKING PROPOSED TO BE SET
- SURVEY NOTES:**
- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
 - BEARING, DISTANCES, AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID". COORDINATES ARE FIXED HOLDING THE PUBLISHED NAD83(2011) VALUES FOR NGS CONTROL MONUMENT PIDME1788 DESIGNATION: 208.
 - ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND"; TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9999950.
 - AREAS SHOWN ON THIS PLAT ARE "GROUND".
 - FIELD SURVEY COMPLETED IN JANUARY 2023.
 - PROPOSED CENTERLINE ALIGNMENT STATION AND OFFSETS SHOWN HEREON MAY NOT REFLECT CENTERLINE ALIGNMENT SHOWN ON FINAL CONSTRUCTION PLAN.

STATE OF ILLINOIS)
COUNTY OF WILL) 155

THIS IS TO CERTIFY THAT I, DAVID A. CLAASSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, CLAASSEN, WHITE & ASSOCIATES, P.C. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-004039,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 32, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 14 EAST, ALL IN COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RE-TRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS ____ DAY OF _____, 2023 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

REVISION DATE: / / REVISION MADE BY:

CLAASSEN, WHITE & ASSOCIATES, P.C.
LAND SURVEYORS
121 AIRPORT DRIVE, UNIT 1, JOLIET, ILLINOIS 60431
(815) 744-3720 claassenwhite@cwasurevey.com
CWA Job #7538

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PERSHING ROAD

LIMITS: OVER RACINE AVENUE AND RAILROAD COUNTY: COOK
SECTION: STA. 207+00.00 TO STA 215+20.50 JOB NO.: R-90-011-22
SCALE: 1" = 30' SHEET 4 OF 18 SHEETS

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

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PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 3/6/2026	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

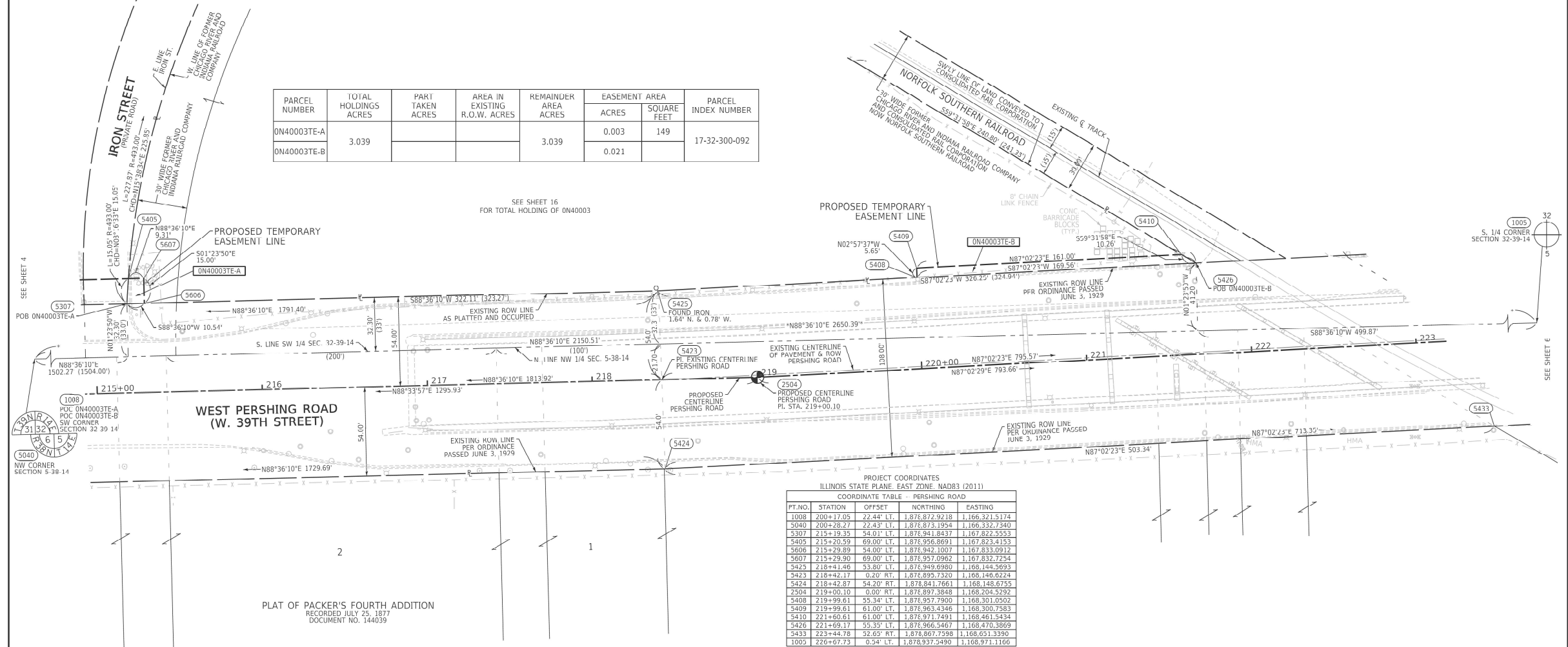
PLAT OF HIGHWAYS
PERSHING ROAD
SHEET NO. 1 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	16
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

FOR REFERENCE ONLY

PART OF THE SW 1/4 OF SECTION 32, TWP. 39 N., R. 14 E., AND PART OF THE NW 1/4 OF SECTION 5, TWP. 38 N., R.14 E, ALL OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PARK TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
0N40003TE-A	3.039			3.039	0.003	149	17-32-300-092
0N40003TE-B					0.021		



PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1008	200+17.05	22.44' LT.	1,876,872.9218	1,166,321.5174
5040	200+28.27	22.43' LT.	1,876,873.1954	1,166,332.7340
5307	215+19.35	54.00' LT.	1,876,941.8437	1,167,822.5553
5405	215+20.59	69.00' LT.	1,876,956.8691	1,167,823.4153
5606	215+29.89	54.00' LT.	1,876,942.1007	1,167,833.0912
5607	215+29.90	69.00' LT.	1,876,957.0962	1,167,832.7254
5425	218+41.46	53.80' LT.	1,876,949.6980	1,166,144.2695
5423	218+42.17	0.20' RT.	1,876,935.7320	1,166,146.8224
5424	218+42.87	54.20' RT.	1,878,841.7661	1,168,148.6755
2504	219+00.10	0.00' RT.	1,876,897.3848	1,168,204.5292
5408	219+99.61	55.34' LT.	1,876,957.7900	1,166,301.0502
5409	219+99.61	61.00' LT.	1,876,963.4346	1,166,300.7363
5410	221+60.61	61.00' LT.	1,876,971.7491	1,168,461.3434
5426	221+69.17	55.35' LT.	1,876,966.5467	1,168,470.3869
5433	223+44.78	52.65' RT.	1,878,867.7398	1,168,651.3390
1005	226+67.73	0.54' LT.	1,878,937.5490	1,168,971.1166

LEGEND

- SECTION / QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- EXISTING ACCESS CONTROL LINE
- PROPOSED ACCESS CONTROL LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

GRAPHIC SCALE
FEET
SCALE: 1" = 30'

- IRON PIPE OR ROD FOUND
 - CUT CROSS FOUND OR SET
 - STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 - STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER
 - PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101.02 (TO BE SET BY OTHERS)
 - RIGHT OF WAY STAKING PROPOSED TO BE SET
- SURVEY NOTES:**
- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
 - BEARING, DISTANCES, AND COORDINATES SHOWN HEREON REFERRED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID". COORDINATES ARE FIXED HOLDING THE PUBLISHED NAD83(2011) VALUES FOR NGS CONTROL MONUMENT PDME1788 DESIGNATION: 208.
 - ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9999950.
 - AREAS SHOWN ON THIS PLAT ARE "GROUND".
 - FIELD SURVEY COMPLETED IN JANUARY 2023.
 - PROPOSED CENTERLINE ALIGNMENT STATION AND OFFSETS SHOWN HEREON MAY NOT REFLECT CENTERLINE ALIGNMENT SHOWN ON FINAL CONSTRUCTION PLAN.

STATE OF ILLINOIS)
COUNTY OF WILL)

THIS IS TO CERTIFY THAT I, DAVID A. CLAASSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, CLAASSEN, WHITE & ASSOCIATES, P.C. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-004039.) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 32, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 14 EAST, ALL IN COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RE-TRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS ____ DAY OF _____, 2023 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

REVISION DATE: / / REVISION MADE BY:

IDOT USE ONLY

APPROVED
By Major Revision of 7-13 Jan. May 23, 2014

CLAASSEN, WHITE & ASSOCIATES, P.C.
LAND SURVEYORS
121 AIRPORT DRIVE, UNIT 1, JOLIET, ILLINOIS 60431
(815) 744-3720 clausenwhitecwsurvey.com
CWA JOB #7638

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PERSHING ROAD

LIMITS: OVER RACINE AVENUE AND RAILROAD COUNTY: COOK
SECTION: 09-09004-00-PV JOB NO.: R-90-011-22
STA. 215+19.35 TO STA 223+00
SCALE: 1" = 30' SHEET 5 OF 18 SHEETS

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

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USER NAME = LauriA	DESIGNED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 3/6/2026	CHECKED -	REVISED -
	DATE -	REVISED -

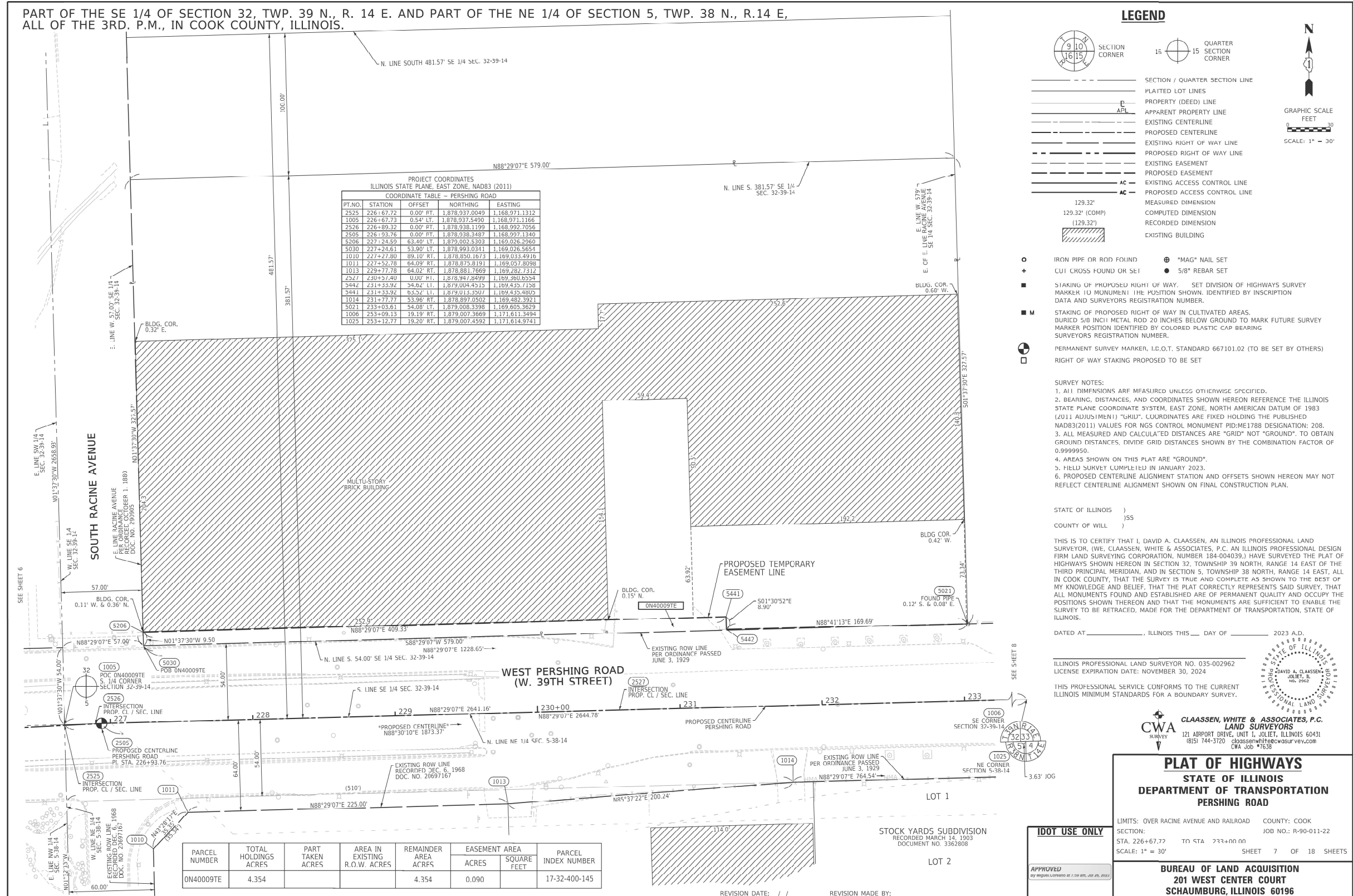
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
PERSHING ROAD
SHEET NO. 2 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	17
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

FOR REFERENCE ONLY

PART OF THE SE 1/4 OF SECTION 32, TWP. 39 N., R. 14 E. AND PART OF THE NE 1/4 OF SECTION 5, TWP. 38 N., R.14 E, ALL OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.



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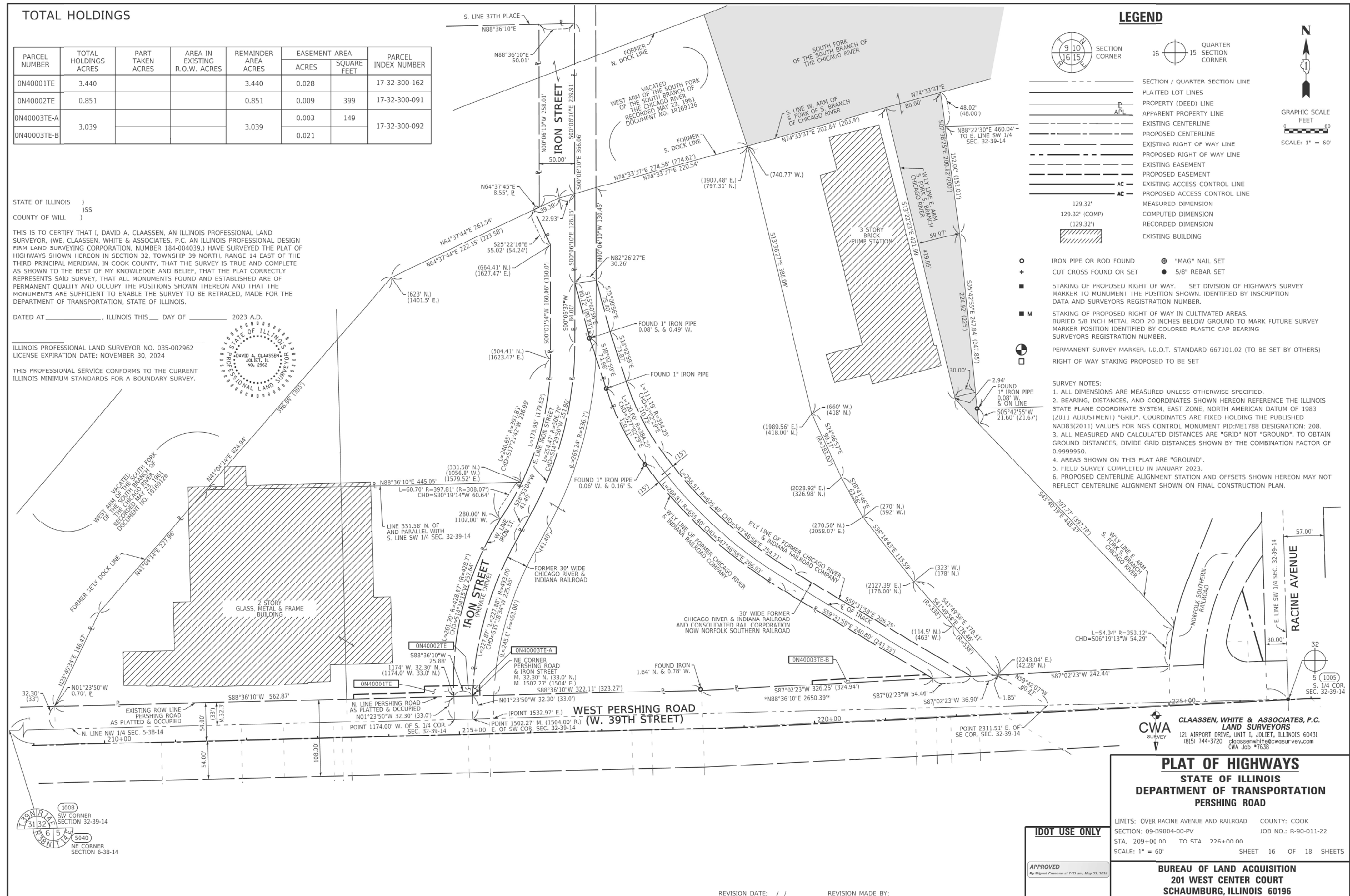
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PLOT SCALE =		DRAWN -	REVISÉ -
PLOT DATE =	3/6/2026	CHECKED -	REVISÉ -
		DATE -	REVISÉ -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
PERSHING ROAD
SHEET NO. 4 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	19
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

FOR REFERENCE ONLY



MODEL: Default
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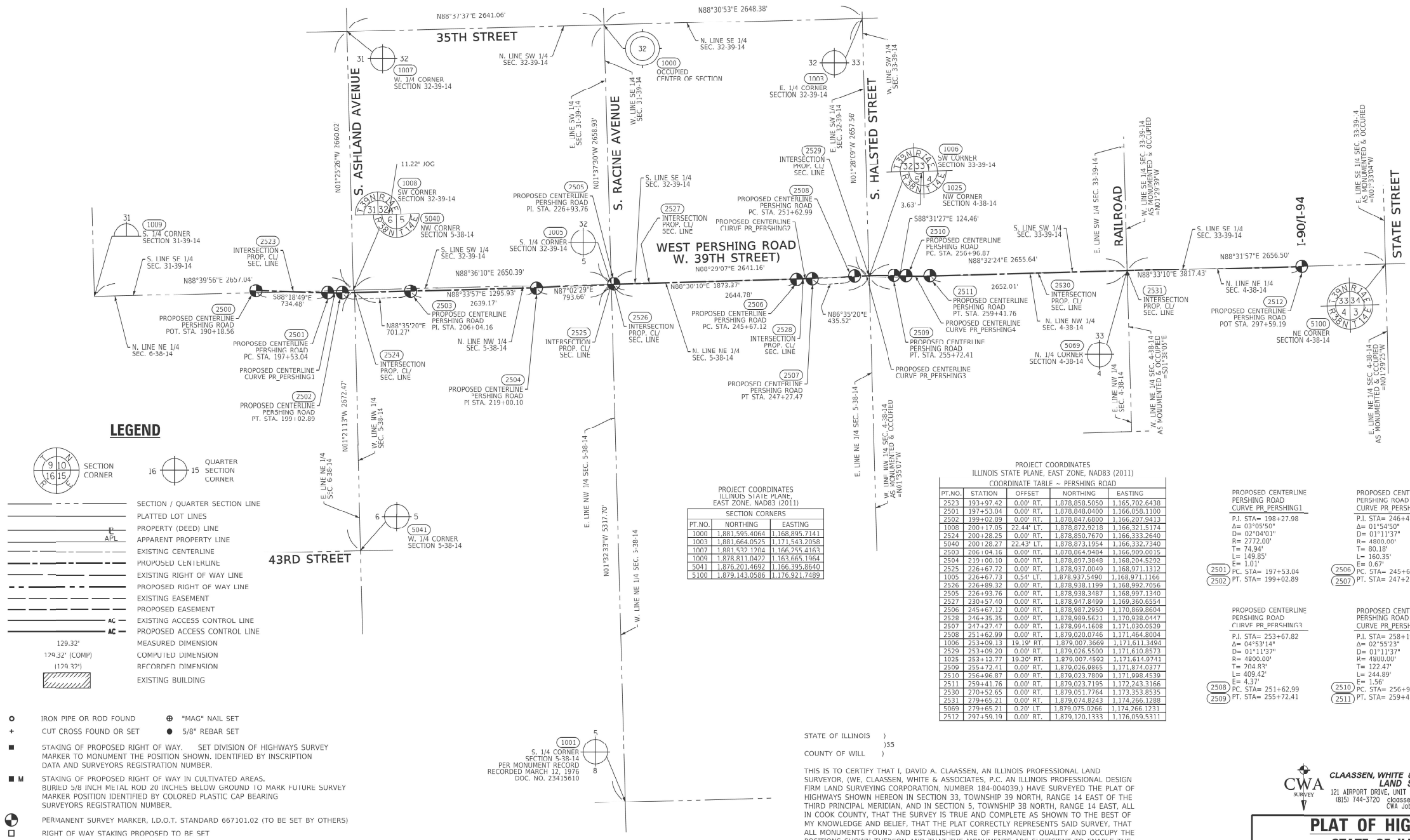
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
PERSHING ROAD
SHEET NO. 5 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	20
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

FOR REFERENCE ONLY

SECTION CORNERS & ALIGNMENT



LEGEND

- SECTION CORNER
 - QUARTER SECTION CORNER
 - SECTION / QUARTER SECTION LINE
 - PLATTED LOT LINES
 - PROPERTY (DEED) LINE
 - APPARENT PROPERTY LINE
 - EXISTING CENTERLINE
 - PROPOSED CENTERLINE
 - EXISTING RIGHT OF WAY LINE
 - PROPOSED RIGHT OF WAY LINE
 - EXISTING EASEMENT
 - PROPOSED EASEMENT
 - EXISTING ACCESS CONTROL LINE
 - PROPOSED ACCESS CONTROL LINE
 - MEASURED DIMENSION
 - COMPUTED DIMENSION
 - RECORDED DIMENSION
 - EXISTING BUILDING
 - IRON PIPE OR ROD FOUND
 - CUT CROSS FOUND OR SET
 - STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 - STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 - PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101.02 (TO BE SET BY OTHERS)
 - RIGHT OF WAY STAKING PROPOSED TO BE SET
- SURVEY NOTES:
- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
 - BEARING, DISTANCES, AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID". COORDINATES ARE FIXED HOLDING THE PUBLISHED NAD83(2011) VALUES FOR NGS CONTROL MONUMENT PID:ME1788 DESIGNATION: 208.
 - ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9999950.
 - AREAS SHOWN ON THIS PLAT ARE "GROUND".
 - FIELD SURVEY COMPLETED IN JANUARY 2023.
 - PROPOSED CENTERLINE ALIGNMENT STATION AND OFFSETS SHOWN HEREON MAY NOT REFLECT CENTERLINE ALIGNMENT SHOWN ON FINAL CONSTRUCTION PLAN.

PROJECT COORDINATES
ILLINOIS STATE PLANE,
EAST ZONE, NAD83 (2011)

PT. NO.	NORTHING	EASTING
1000	1,881,595.4064	1,168,895.7141
1003	1,881,664.0525	1,171,543.2058
1007	1,881,532.1204	1,166,254.4163
1009	1,878,811.0427	1,163,665.1964
5041	1,876,201.4692	1,166,395.8640
5100	1,879,143.0586	1,176,921.7489

PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)

PT. NO.	STATION	OFFSET	NORTHING	EASTING
2523	193+97.42	0.00' RT.	1,878,850.5050	1,165,702.6438
2501	197+53.04	0.00' RT.	1,878,848.0400	1,166,050.1100
2502	199+02.09	0.00' RT.	1,878,847.6800	1,166,207.9413
1008	200+17.05	22.44' LT.	1,878,872.9218	1,166,321.5174
2524	200+28.25	0.00' RT.	1,878,850.7670	1,166,333.2640
5040	200+28.27	22.43' LT.	1,878,873.1954	1,166,332.7340
2503	206+04.16	0.00' RT.	1,878,854.9484	1,166,909.0019
2504	219+00.10	0.00' RT.	1,878,897.3848	1,168,204.5202
2525	226+67.72	0.00' RT.	1,878,937.0049	1,168,971.1312
1005	226+67.73	0.54' LT.	1,878,937.5490	1,168,971.1166
2526	226+89.32	0.00' RT.	1,878,938.1199	1,168,992.7056
2505	226+93.76	0.00' RT.	1,878,938.9187	1,168,997.1340
2527	230+57.40	0.00' RT.	1,878,947.8499	1,169,360.6554
2506	245+67.12	0.00' RT.	1,878,987.2950	1,170,869.8604
2528	246+35.35	0.00' RT.	1,878,989.5621	1,170,938.0447
2507	247+27.17	0.00' RT.	1,878,991.1808	1,171,020.0520
2508	251+62.99	0.00' RT.	1,879,020.0746	1,171,464.8004
1006	253+09.13	19.19' RT.	1,879,007.3669	1,171,611.3494
2529	253+09.20	0.00' RT.	1,879,026.5500	1,171,610.8573
1025	253+12.77	18.20' RT.	1,879,007.4592	1,171,614.9711
2509	255+72.41	0.00' RT.	1,879,026.9865	1,171,874.0377
2510	256+06.87	0.00' RT.	1,879,023.7800	1,171,908.4520
2511	259+41.76	0.00' RT.	1,879,023.7195	1,172,243.3166
2530	270+52.65	0.00' RT.	1,879,051.7764	1,173,353.8535
2511	279+65.21	0.00' RT.	1,879,074.8343	1,174,266.1288
5069	279+65.21	0.20' LT.	1,879,075.0266	1,174,266.1231
2512	297+59.19	0.00' RT.	1,879,120.1333	1,176,059.5311

- PROPOSED CENTERLINE
PERSHING ROAD
CURVE PR_PERSHING1
- P.I. STA= 198+27.98
Δ= 03°05'50"
D= 02°04'01"
R= 2772.00'
T= 74.94'
L= 149.85'
E= 1.01'
PC. STA= 197+53.04
PT. STA= 199+02.89
- PROPOSED CENTERLINE
PERSHING ROAD
CURVE PR_PERSHING2
- P.I. STA= 246+47.31
Δ= 01°54'50"
D= 01°11'37"
R= 4800.00'
T= 80.18'
L= 160.35'
E= 0.67'
PC. STA= 245+67.12
PT. STA= 247+27.47
- PROPOSED CENTERLINE
PERSHING ROAD
CURVE PR_PERSHING3
- P.I. STA= 253+67.82
Δ= 04°53'14"
D= 01°11'37"
R= 4800.00'
T= 704.83'
L= 244.89'
E= 4.37'
PC. STA= 251+62.99
PT. STA= 255+72.41
- PROPOSED CENTERLINE
PERSHING ROAD
CURVE PR_PERSHING4
- P.I. STA= 258+19.34
Δ= 02°59'23"
D= 01°11'37"
R= 4800.00'
T= 122.47'
L= 244.89'
E= 1.56'
PC. STA= 256+96.87
PT. STA= 259+41.76

STATE OF ILLINOIS)
COUNTY OF WILL) 155

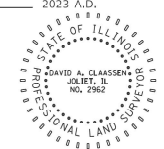
THIS IS TO CERTIFY THAT I, DAVID A. CLAASSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-004039,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 33, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 14 EAST, ALL IN COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE REPRODUCED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____, 2023 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRATION DATE: NOVEMBER 30, 2024

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

REVISION DATE: / / REVISION MADE BY:



DOT USE ONLY

APPROVED
By: _____
Date: _____

CLAASSEN, WHITE & ASSOCIATES, P.C.
LAND SURVEYORS
121 AIRPORT DRIVE, UNIT 1, JOLIET, ILLINOIS 60431
(815) 744-3720
claassenwhite@cwasurevey.com
CWA Job #1538

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PERSHING ROAD

LIMITS: OVER RACINE AVENUE AND RAILROAD COUNTY: COOK
SECTION: TO STA N/A JOB NO.: R-90-011-22
STA. N/A TO STA. N/A
SCALE: 1" = 500' SHEET 18 OF 18 SHEETS

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

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	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
PERSHING ROAD
SHEET NO. 6 OF 6 SHEETS

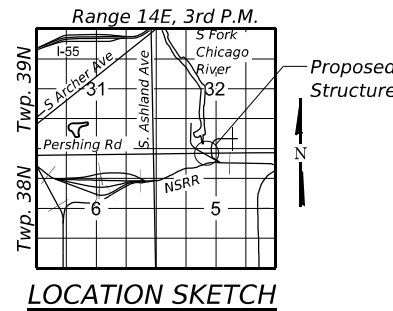
F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	21
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

Bench Mark: #4116 76' W. of the W. line of Wallace Ave. & on N. line of Pershing Rd. Mark cut on the S.E. Corner of stone water table at the S.E. corner of single story brick factory building, Elev. = 14.118 Chicago City Datum (CCD). 0.00 Chicago City Datum = 579.18 (NAVD 88).

Existing Structure: S.N. 016-0396, originally built in 1936 as S.A. Route. 162 and deck replaced in 1977. The existing structure consists of 11 spans (50'-3", 50'-2", 40'-0", 81'-0", 105'-0", 81'-0", 40'-0", 45'-0", 43'-11 1/8", 54'-6 7/8", and 61'-3") - 2 span continuous steel WF beams, 1 span continuous steel WF beams, 3 span continuous 42" deep built-up steel plate girders, 1 span continuous steel WF beams, 2 span continuous steel WF beams, and 2 span continuous steel WF beams supporting a 7" reinf. concrete deck (made composite in 1977). The existing structure has an overall length of 652'-2" and an out-to-out width of 56'-6". The substructure units are founded on Drilled Shafts and creosoted wood piles and consist of multi-column piers and closed abutments.

Traffic Control: Traffic to be maintained during structural repairs.

Salvage: None.



Pier Angle	
A	33°-09'-25"
B	84°-22'-11"
C	95°-37'-49"



Justin M. Pattison
 JUSTIN PATTISON, P.E., S.E.
 NO. 081-008621
 EXP. DATE 11/30/2026

LOADING HS-20
 Allow 0#/sq. ft. for future wearing surface.

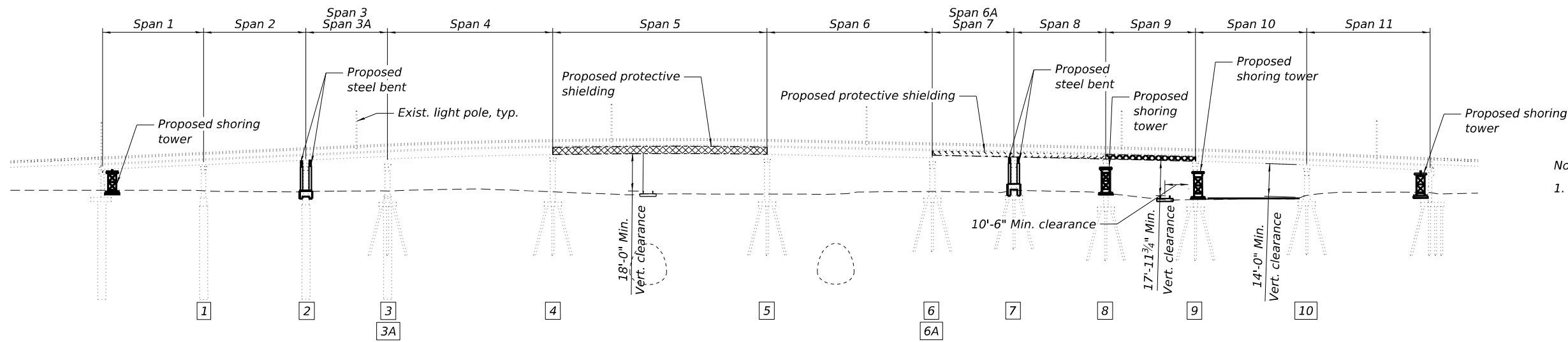
DESIGN SPECIFICATIONS
 2020 AASHTO LRFD Bridge Design
 Specifications, 10th Edition

DESIGN STRESSES (NEW CONSTRUCTION)

$f_c = 3,500$ psi (Substructure)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural steel)

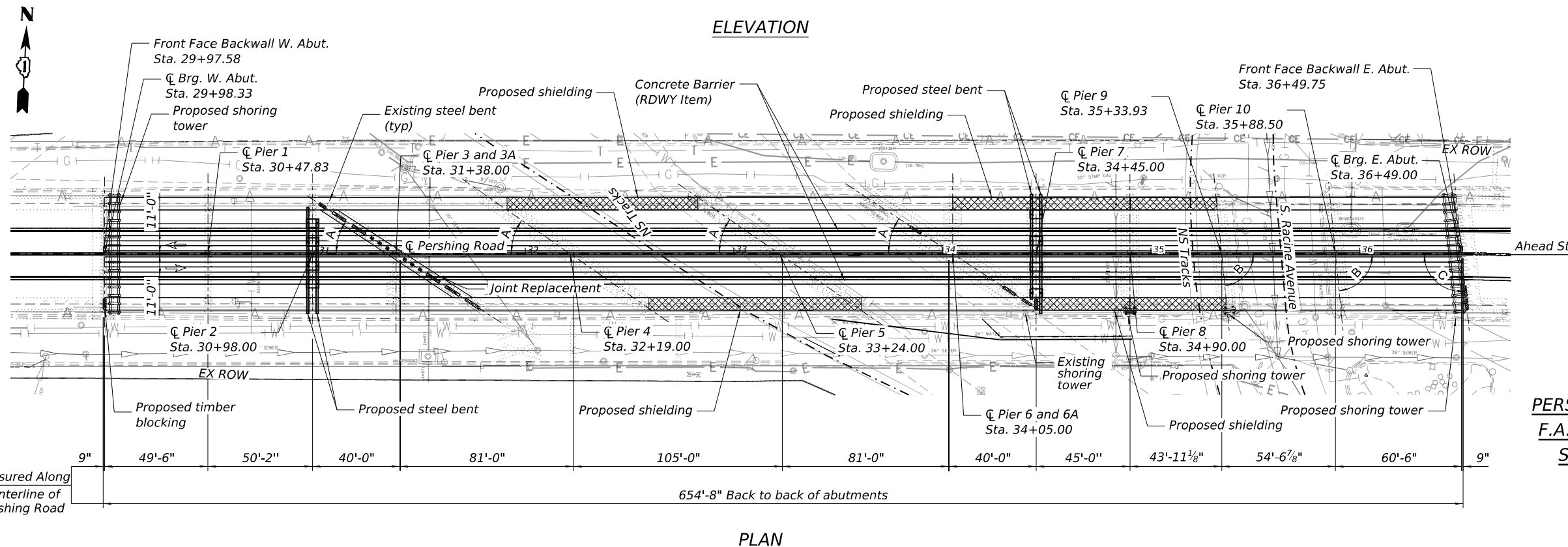
DESIGN STRESSES (ORIGINAL CONSTRUCTION)

$f_c = 3,500$ psi
 $f_y = 33,000$ psi (Reinforcement)
 $f_y = 33,000$ psi (Structural steel)



Notes:

1. A representative of the DWM must be present during the excavation and installation near the existing 12-inch water main approximately 2017' EEL of S Ashland Avenue and the 36-inch Concrete feeder main. It is required that the Force Account Construction Manager be contacted at FACM@dwmpmo.net two weeks prior to the anticipated construction date so a resident engineer can be assigned to the project. The DWM representative will adhere to the schedule provided by IDOT, unless notified otherwise. Failure to comply with this requirement may result in additional expenses to the proposed project to verify that all work conforms to DWM's standards.
2. This project will be placed on Peoples Gas Watch & Protect. Notify System Integrity Operations Supervisor at South-Shop-OUC@peoplesgasdelivery.com a minimum of 5 business days prior to excavation to set up on-site inspection.



LEGEND

- TIMBER BLOCKING & DIAPHRAGM REMOVAL
- PROPOSED SHIELDING
- PIER NUMBER:
- DIAPHRAGM REMOVAL

GENERAL PLAN & ELEVATION
PERSHING ROAD OVER RACINE AVE. & NSRR
F.A.P. 391/PERSHING ROAD (39TH STREET)
SEC. (1616-VB-WPGM) BR25/CHICAGO
COOK COUNTY
STATION 33+23.67
STRUCTURE NO. 016-0396

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 016-0396

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	22
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

SHEET NO. S1 OF S16 SHEETS

GENERAL NOTES

- All structural steel shall be AASHTO M 270 Grade 36.
- The cost of epoxy grouting threaded rods on the piers shall be included with Furnishing and Erecting Structural Steel.
- See Section 584 of the Standard Specification for Epoxy Grouting of Threaded Rods; Minimum Embedment 9".
- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas or hot-dip galvanized in hot-dip galvanized areas and ASTM A325 Type 3 in unpainted areas. Bolts 3/4 in. Ø, holes 13/16 in. Ø, unless otherwise noted.
- Calculated weight of Structural Steel = 86,490 pounds (Grade 36).
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- 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.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.
- If the Contractor's procedure for placement of beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams.
- All work to be performed on, over, under, or adjacent to the Railroad right-of-way shall comply with Norfolk Southern Railway Company ("Railroad", "NSR" or NS) Public Projects Manual (Appendix E, Special Provisions for the Protection of Railway Interests, and Appendix H1, Overhead Grade Separation Design Criteria). When in conflict with other project specifications, the most stringent one shall apply.
- "One Call" services do not locate buried railroad signal and communications lines. The contractor shall contact the Railroad's representative 2 days in advance of work at those places where excavation, pile driving, or heavy loads may damage the Railroad's underground facilities. Upon request from the Contractor or Sponsor, Railroad forces will locate and paint mark or flag the Railroad's underground facilities. (See NS Public Projects Manual, Appendix E, Section 3.D).
- Installation of permanent shoring and all other structures located on or adjacent to Norfolk Southern Railway's right-of-way may require a Track Monitoring program in accordance with Section 5.1 of Norfolk Southern's "Special Provisions for Protection of Railway Interests."

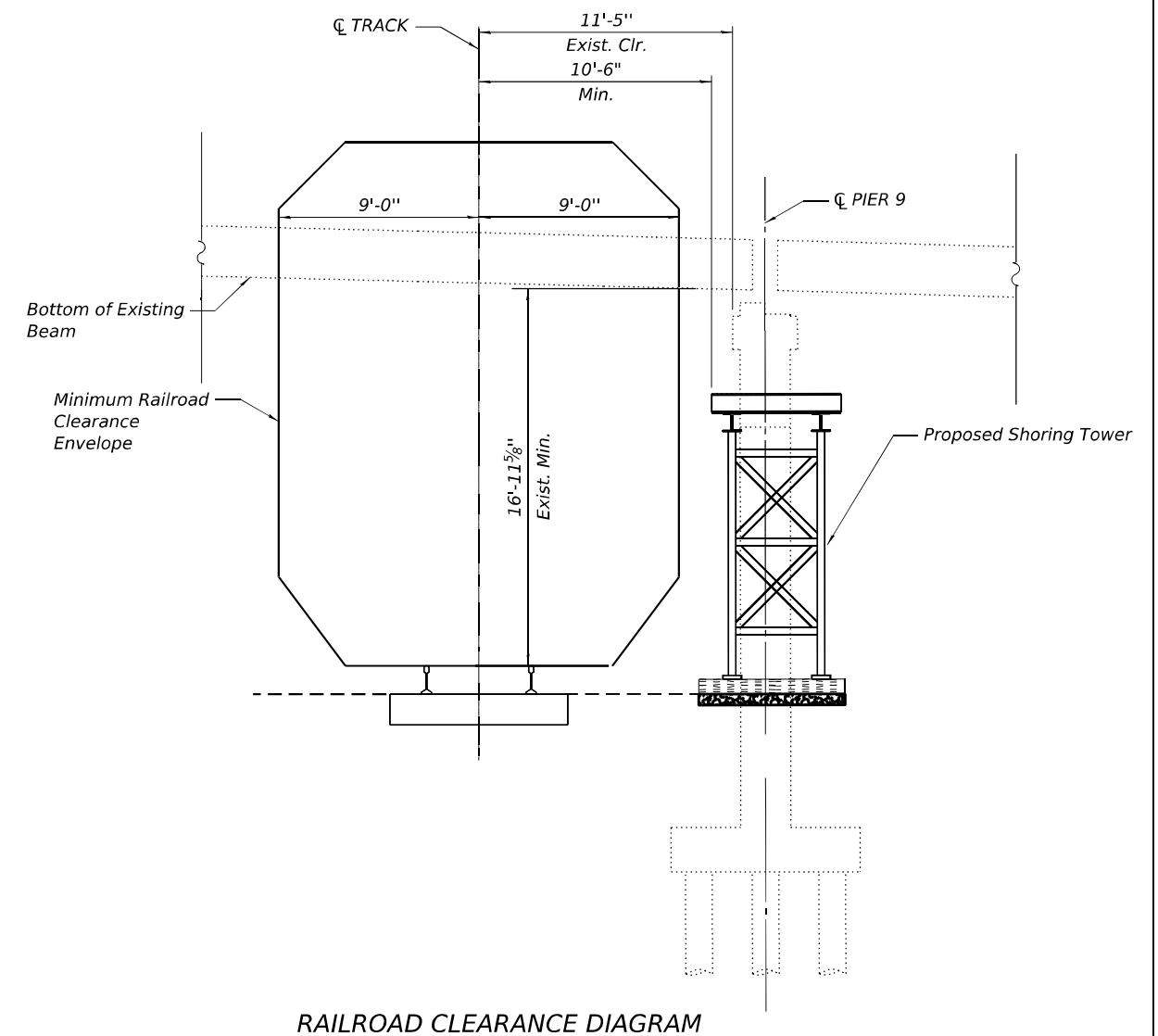
- Contractor shall be responsible for coordinating with the railroad for necessary track protection during construction operations.
- Contractor shall reference IDOT's Guide for Working with Railroads to support their construction and coordination efforts with the railroad.
- Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures", and the Standard Specifications.
- All new structural steel and bearing assemblies shall be hot-dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel".

RECOMMENDED SEQUENCE OF CONSTRUCTION

- Perform Maintenance of Traffic per plans and Install Concrete Barriers.
- Place Protective Shield in the fascia bays of Spans 5, 7, 8, and 10.
- Excavate as needed for concrete cross beams for support towers at Pier 2 and Pier 7. Place reinforcement and pour concrete cross beams.
- Erect Shoring Towers at West and East Abutments and South ends of Piers 8 and 9, Erect Steel Bents at Pier 2 and Pier 7.
- Remove deteriorated diaphragms at West Abutment, Pier 2, Pier 3, Pier 6, and East Abutment. Place Timber Blocking at locations where diaphragms are removed.
- Repair web plate in Span 7 at Pier 7 Girders 2 and 3.
- Some repair work could be done before the erections of Shoring Towers and Steel Bents.

INDEX OF SHEETS

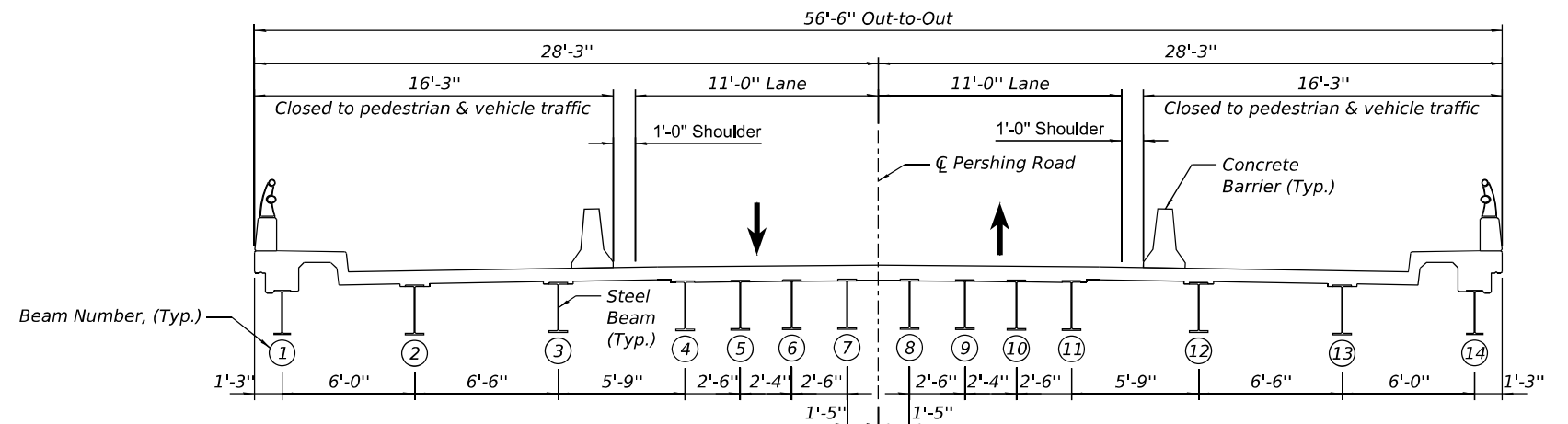
- S1. General Plan and Elevation
- S2. General Notes, Index of Drawings, & Bill of Material
- S3. Framing Plan
- S4. West Abutment Plan and Elevation
- S5. East Abutment Plan and Elevation
- S6. Shoring Tower Details
- S7. Pier 2 Plan and Elevation
- S8. Pier 7 Plan and Elevation
- S9. Pier 8 Plan and Elevation
- S10. Pier 9 Plan and Elevation
- S11. Steel Bent Details
- S12. Pier Shoring Tower Details
- S13. Concrete Cross Beam Details
- S14. Concrete Repair Details
- S15. Miscellaneous Details
- S16. Bridge Standard R-27
- S16A. Pier 3 Connection Detail
- S16B. Pier 3 Joint Replacement



RAILROAD CLEARANCE DIAGRAM

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	20		20
Protective Shield	Sq Yd	2,808		2,808
Structure Excavation	Cu Yd		118	118
Removal and Disposal of Unsuitable Material for Structures	Cu Yd		160	160
Concrete Structures	Cu Yd		27.5	27.5
Concrete Superstructure	Cu Yd	24		24
Furnishing and Erecting Structural Steel	Pound		86,490	86,490
Reinforcement Bars, Epoxy Coated	Pound	2,380	4,290	6,670
Deck Slab Repair (Partial)	Sq Yd	10		10
Deck Slab Repair (Full Depth, Type 1)	Sq Yd	5		5
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq Ft		15	15
Granular Backfill for Structures	Cu Yd		110	110
Epoxy Crack Injection	Foot		18	18
Structural Steel Removal	L Sum		1	1
Structural Steel Repair	Pound	320		320
Silicone Joint Sealer, 2"	Foot	77		77
Temporary Shoring	L Sum		1	1
Temporary Shoring and Cribbing	Each		9	9



BRIDGE TYPICAL SECTION
(Looking East)

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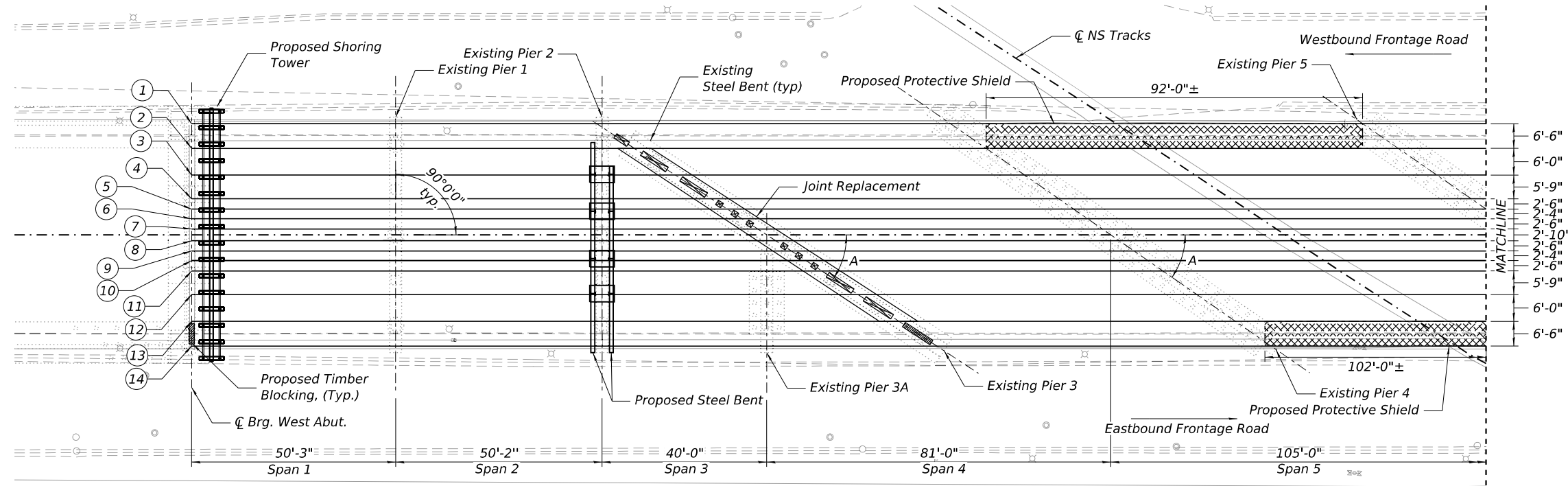
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF DRAWINGS, & BILL OF MATERIAL
STRUCTURE NO. 016-0396

SHEET NO. S2 OF S16 SHEETS

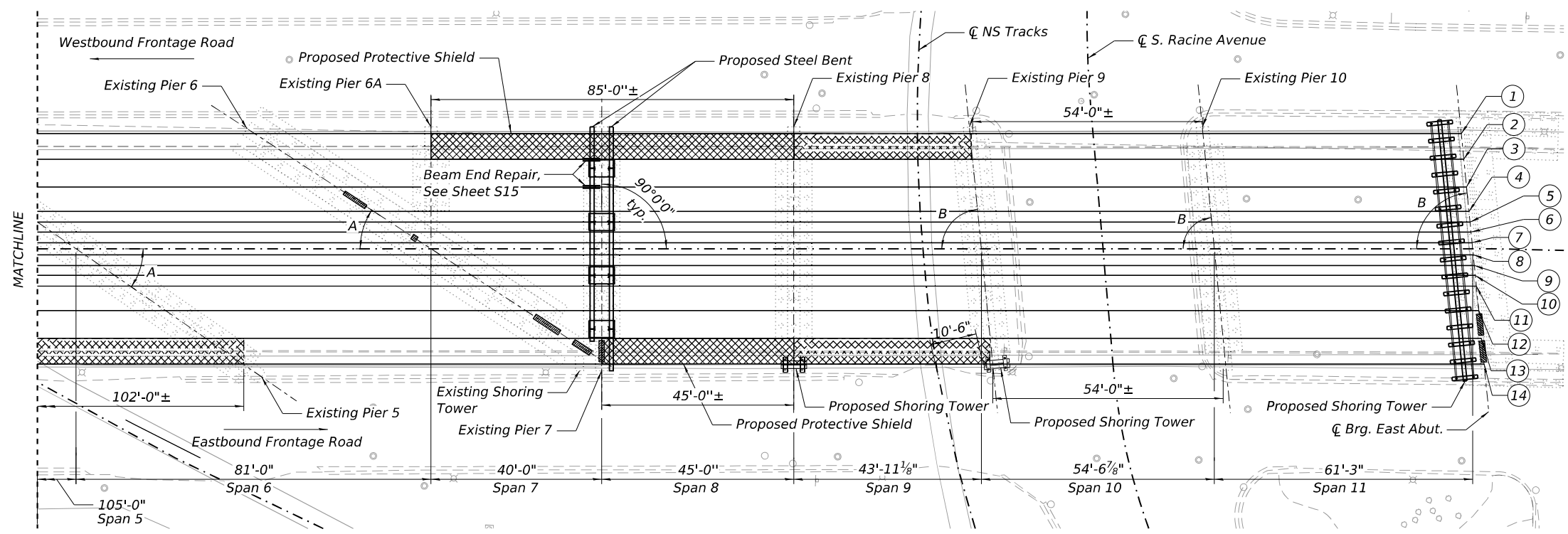
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391	(1616-VB-WPGM) BR25	COOK	40	23
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				



PLAN

Existing Pier Skew Angles

A	33°09'25"
B	84°22'11"



PLAN

Legend

	Protective Shield
	Timber Blocking & Diaphragm Removal
	Beam Number
	Diaphragm Removal

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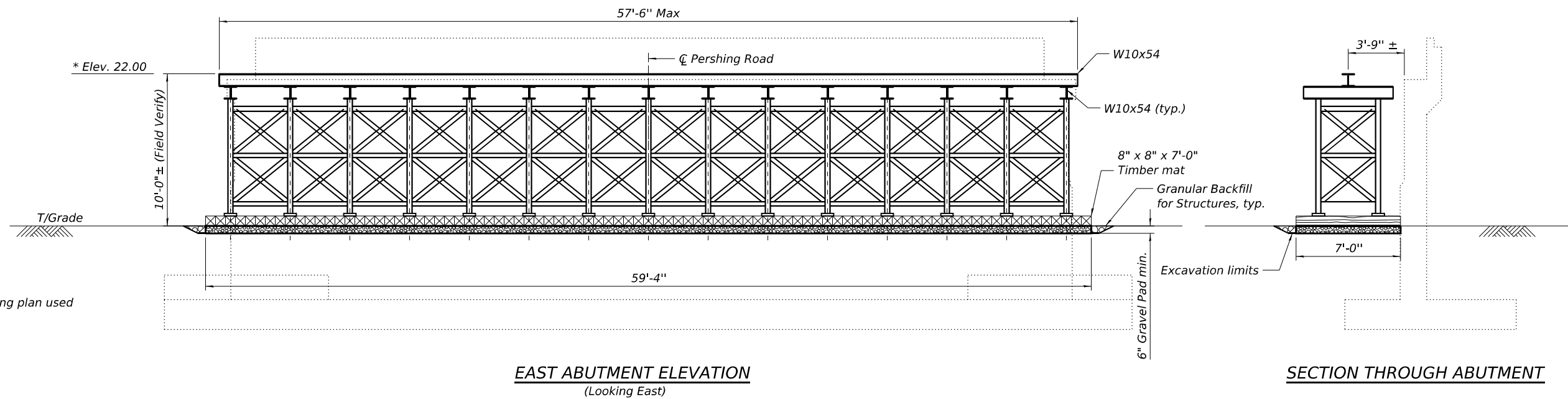
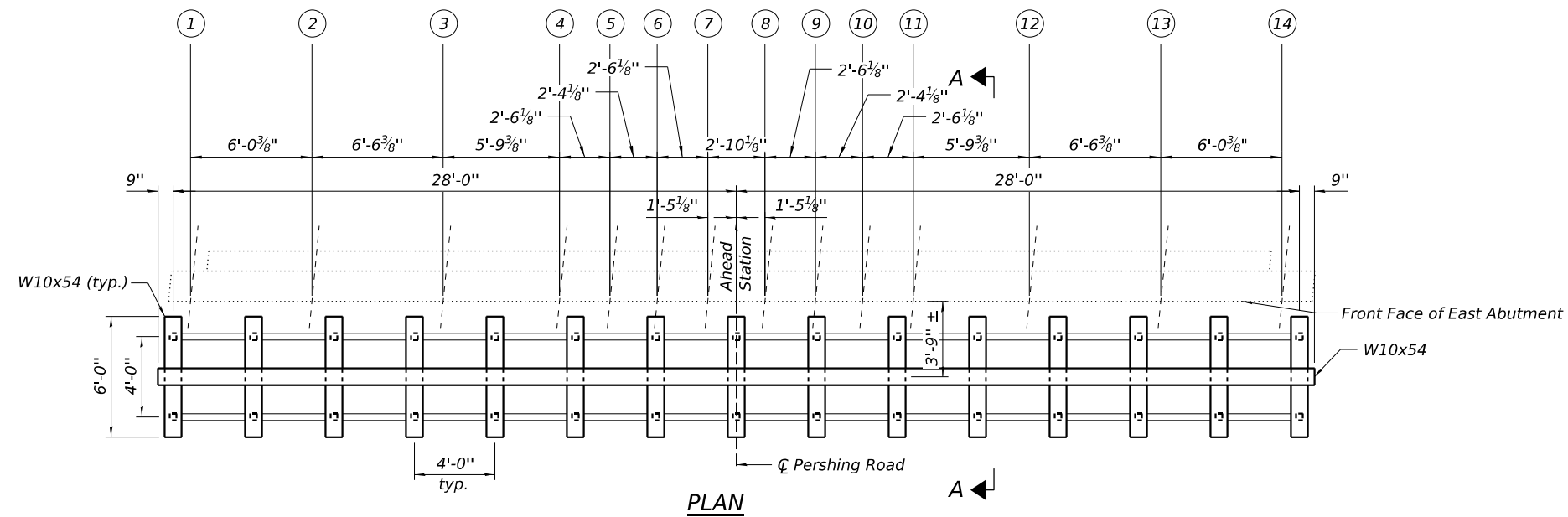
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REVISOR -	
PLOT DATE =	4/28/2026
CHECKED -	JP
REVISOR -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 016-0396

SHEET NO. S3 OF S16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	24
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				



Legend
 (6) Beam Number

SHIM TABLE FOR EAST ABUTMENT

	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14
Shim Thickness Required (inches)	8 ³ / ₄	2 ³ / ₄	3 ³ / ₄	4 ³ / ₁₆	4 ¹ / ₁₆	4 ¹⁵ / ₁₆	5 ¹ / ₈	4 ¹ / ₁₆	4 ¹ / ₂	4 ¹ / ₈	3 ³ / ₈	2 ³ / ₁₆	1 ¹ / ₂	5 ³ / ₄

Prior to ordering any material, the Contractor shall verify in the field all shim thickness dimensions. For additional shim details, see Sheet S11.

Notes:
 Contractor to ensure that no damage is done to existing grade beam while excavating for concrete placement.
 See sheet S6 for Section A - A.
 See sheet S11 for shim details.
 Shoring towers shown are for illustrative purposes only. Contractor shall submit shop drawings for review of the actual system being used. Cost for shoring towers will be per the contract unit price of Temporary Shoring.
 New web stiffeners shall be installed on all existing beams at shoring tower support locations. Stiffeners are included in the design responsibility and cost of Temporary Shoring.

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PLOT DATE = 3/6/2026	CHECKED - JP	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

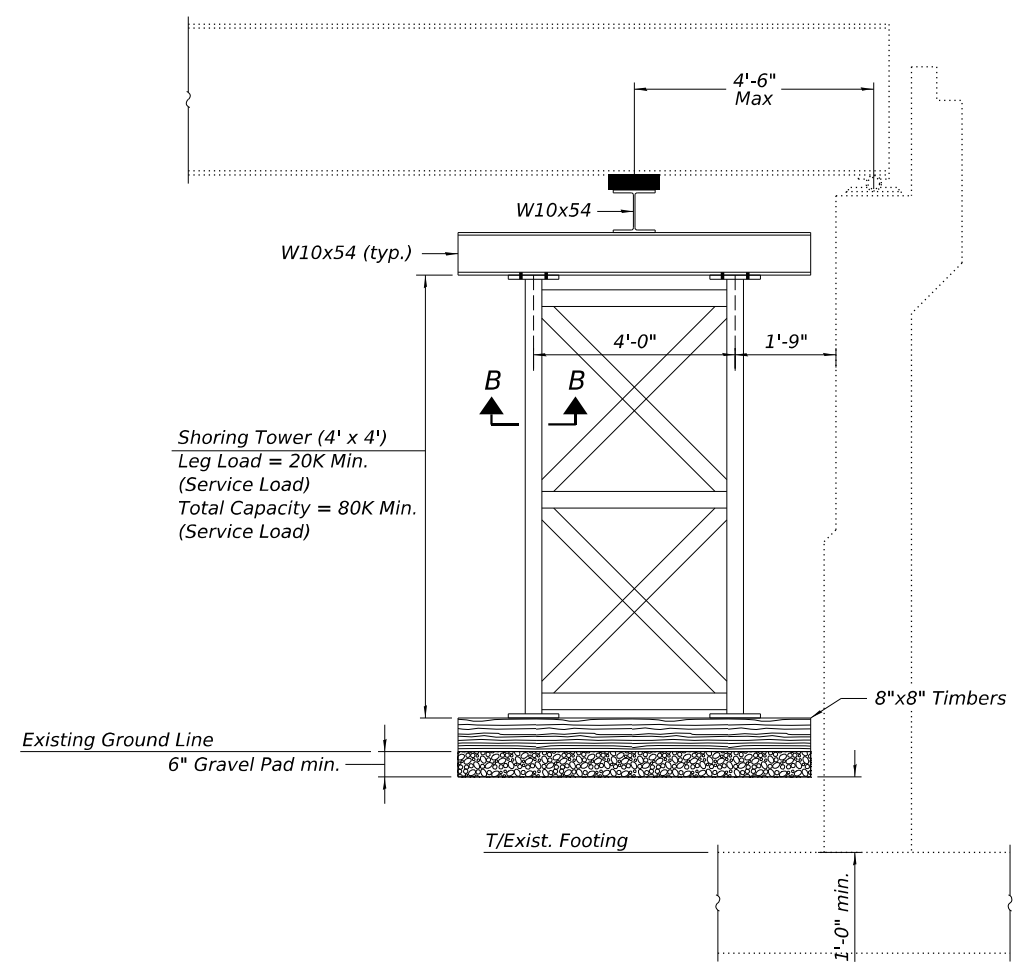
EAST ABUTMENT PLAN AND ELEVATION
 STRUCTURE NO. 016-0396

SHEET NO. S5 OF S16 SHEETS

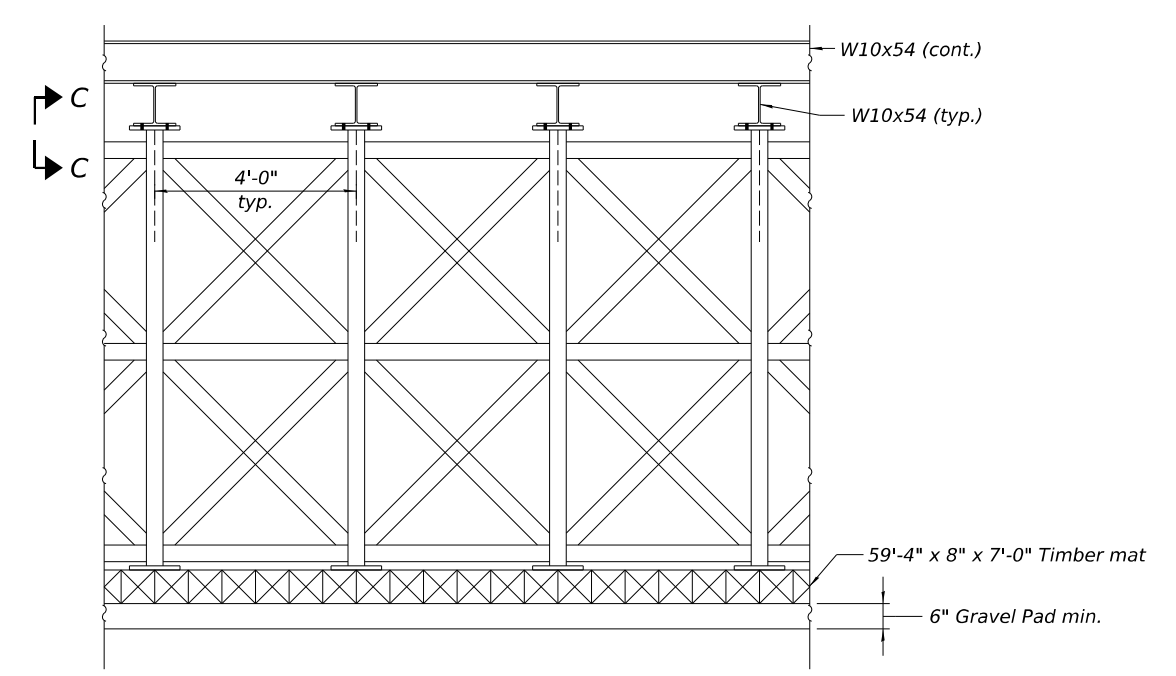
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391	(1616-VB-WPGM) BR25	COOK	40	26
CONTRACT NO. 80C90				

ILLINOIS FED. AID PROJECT

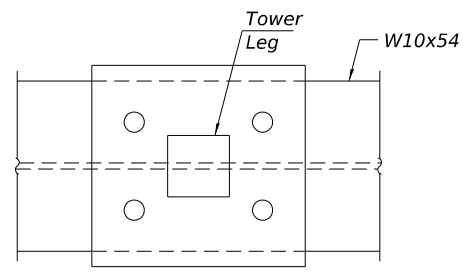
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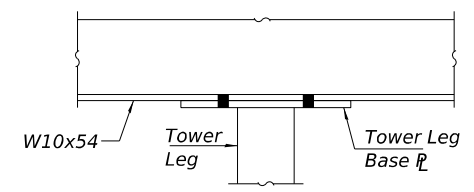
SECTION A-A



ABUTMENT SHORING TOWER ELEVATION



SECTION B-B
 Connection between tower leg plate and W10x54 section per tower manufacturer recommendations.



VIEW C-C

Notes:
 For shim details, see sheet S11.
 For location of Section A-A, see sheets S4 & S5.
 W10x54 may be substituted with equivalent or larger steel members at no additional cost to the Department.
 If the Contractor chooses an equivalent shoring tower, specifications shall be submitted for approval prior to use.
 Fasteners shall be high strength bolts. Bolts 3/4"Ø, open holes 13/16"Ø.
 All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
 Shoring towers shown are for illustrative purposes only. Contractor shall submit shop drawings for review of the actual system being used.
 Gravel pad, timber mats or other foundation elements shall be per the contractor's design and are included in the cost of Temporary Shoring. See Special Provisions.



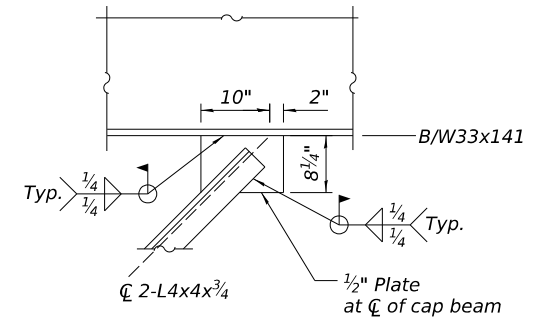
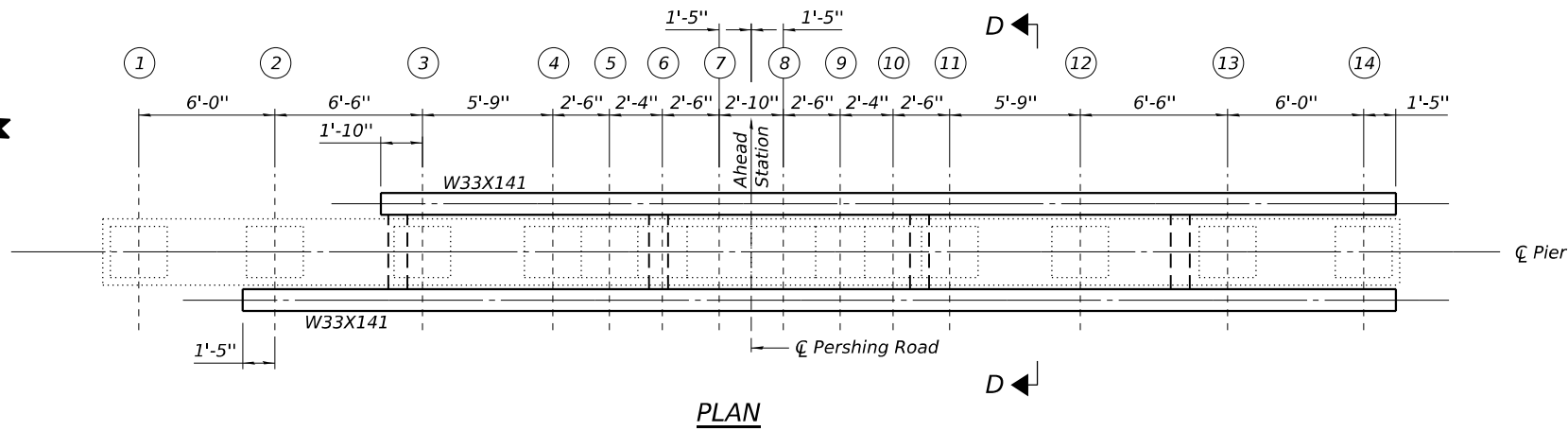
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

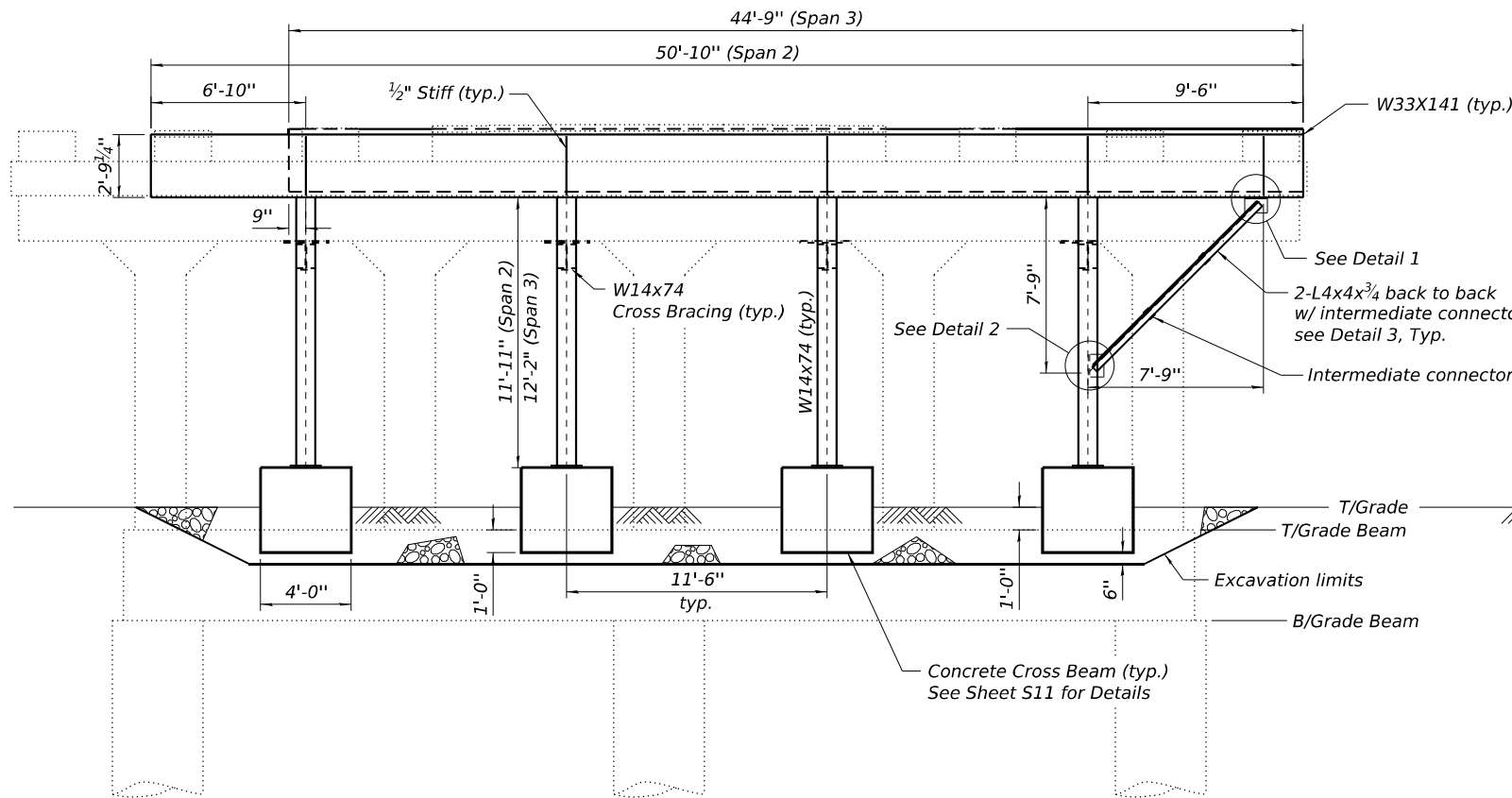
**SHORING TOWER DETAILS
 STRUCTURE NO. 016-0396**

SHEET NO. S6 OF S16 SHEETS

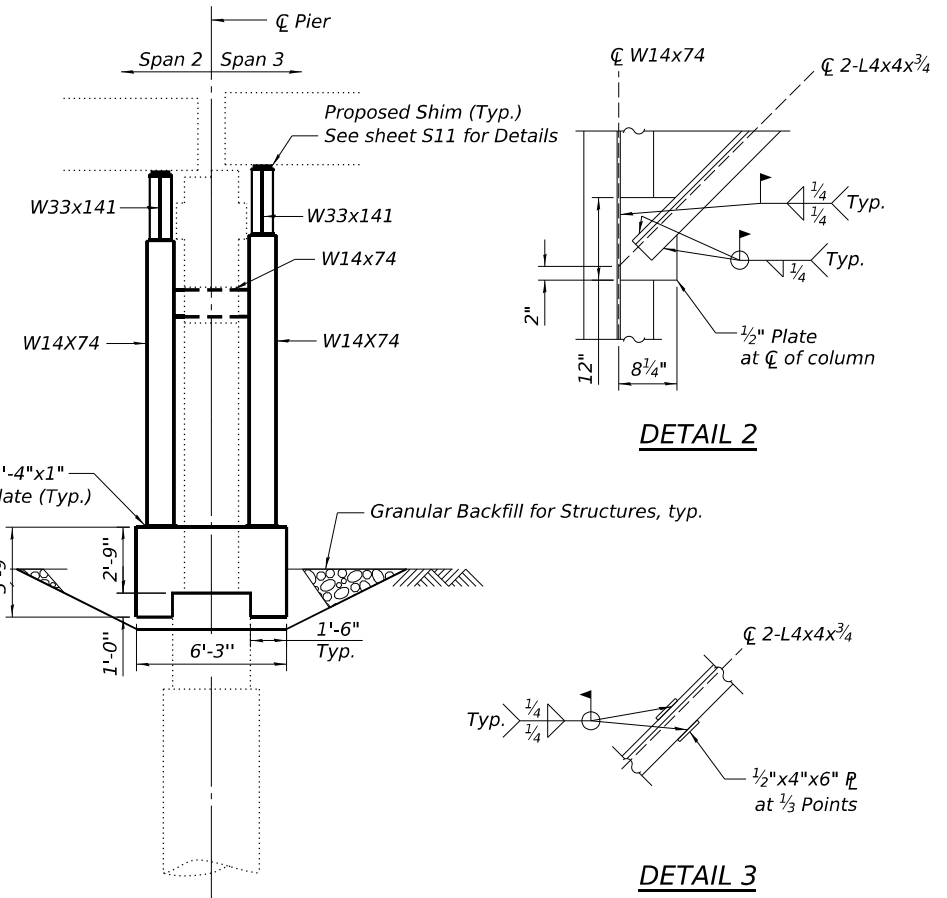
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391	(1616-VB-WPGM) BR25	COOK	40	27
			CONTRACT NO. 80C90	
		ILLINOIS FED. AID PROJECT		



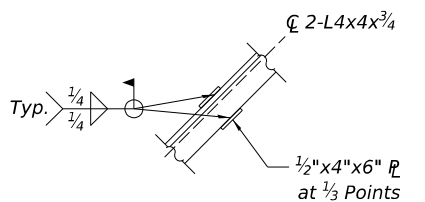
DETAIL 1



PIER 2 ELEVATION WEST FACE
(Looking East)



SECTION THROUGH PIER



DETAIL 3

SHIM TABLE FOR PIER 2

	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14
Shim Thickness Required Span 2 (inches)	-	5/8	1 1/16	3/4	3 3/8	3/8	3 1/16	3 1/16	3/8	3 3/8	3/4	1 1/16	5/8	3 3/8
Shim Thickness Required Span 3 (inches)	-	-	2 3/16	3 3/8	4	4 1/4	4 3/16	4 3/16	4 1/4	4	3 3/8	2 3/16	1	1 1/8

Prior to ordering any material, the Contractor shall verify in the field all shim thickness dimensions. For additional shim details, see Sheet S11.

Legend
⑥ Beam Number

Notes:
Contractor to ensure that no damage is done to existing grade beam while excavating for concrete placement.
For Section D-D and Cross Bracing Details see sheet S11.

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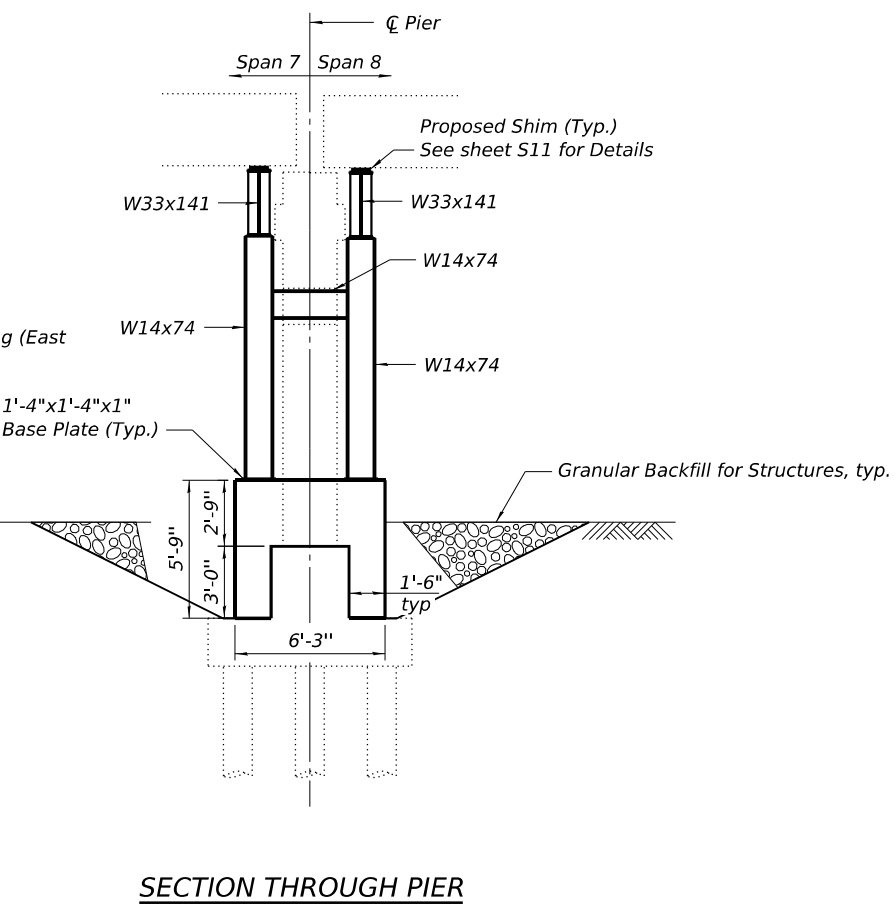
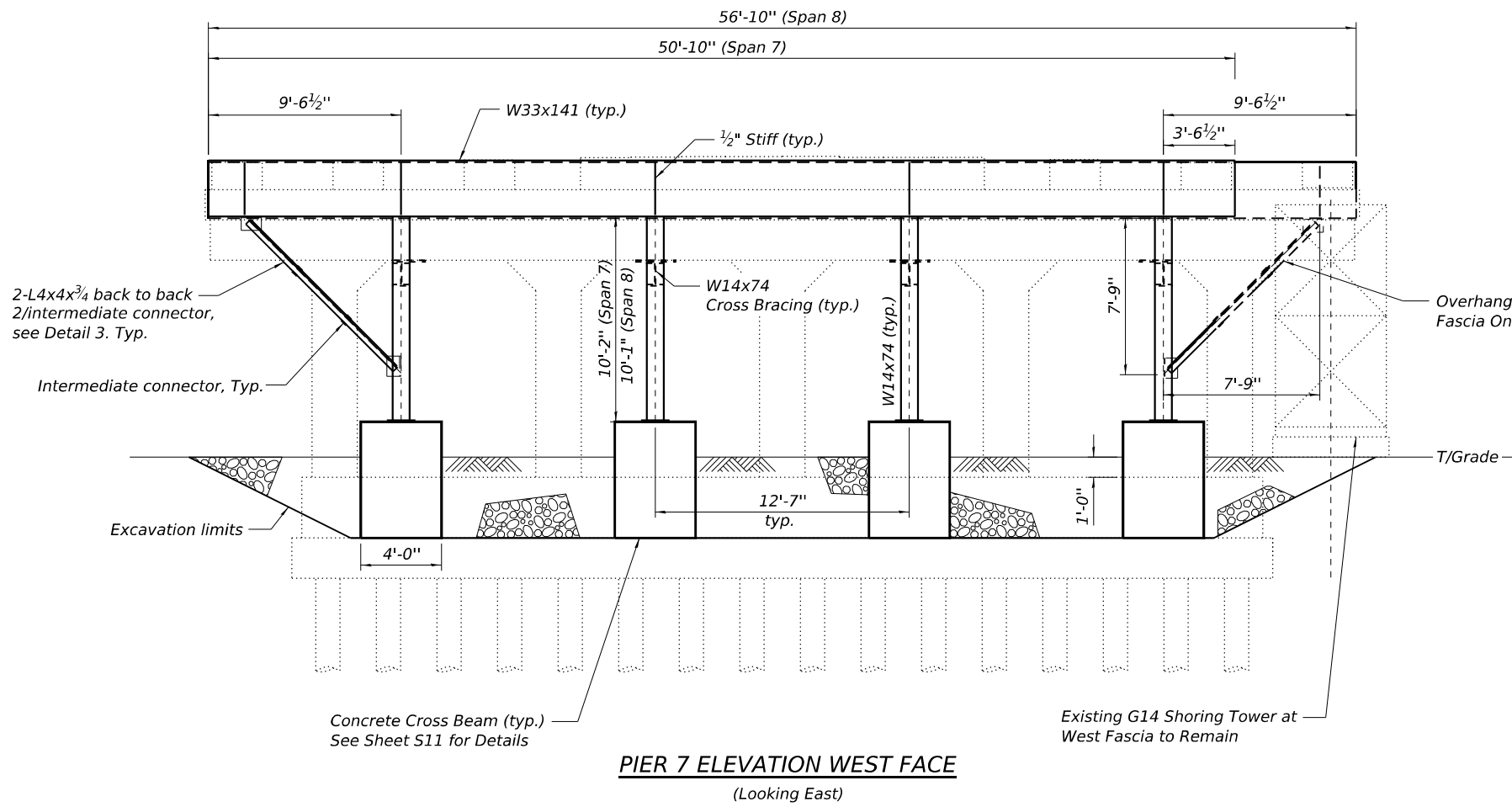
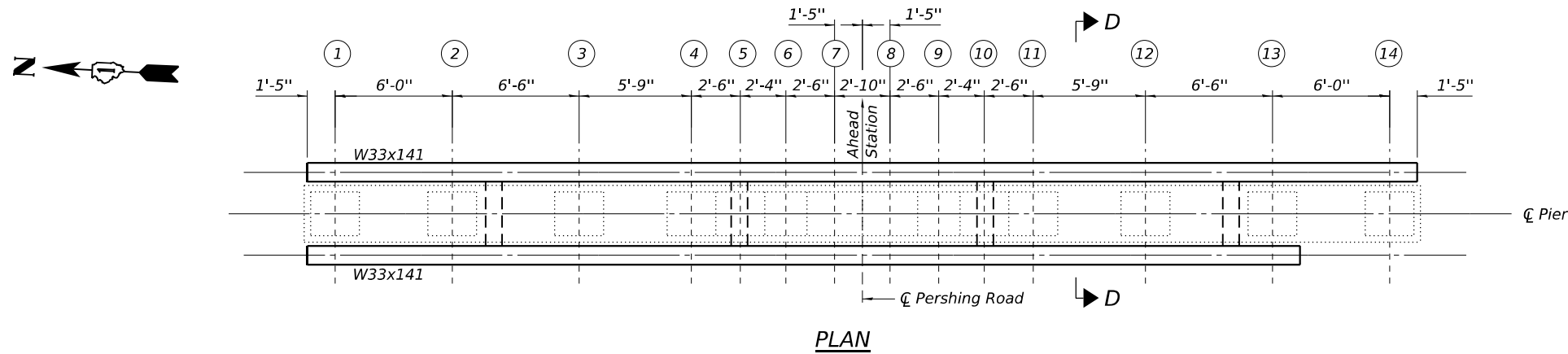
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	CHECKED - JP	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 PLAN AND ELEVATION
STRUCTURE NO. 016-0396

SHEET NO. S7 OF S16 SHEETS

F.A.P. RTE. 391	SECTION (1616-VB-WPGM) BR25	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 28
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				



SHIM TABLE FOR PIER 7

	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14
Shim Thickness Required West Face (inches)	5/8	1/2	2 1/16	3 3/8	3 3/4	4	4 1/16	4 3/16	3 3/8	3 3/8	3 1/2	2 3/8	9/16	-
Shim Thickness Required East Face (inches)	7/8	1/2	1 15/16	1 5/16	3 9/16	3 15/16	3 7/8	3 7/8	3 13/16	3 9/16	3 1/16	1 15/16	5/8	7/8

Prior to ordering any material, the Contractor shall verify in the field all shim thickness dimensions. For additional shim details, see Sheet S11.

Notes:
Contractor to ensure that no damage is done to existing grade beam while excavating for concrete placement.
For Section D-D and Cross Bracings Details see sheet S11.
For Overhang Bracing Details see sheet S7.

Legend
⑥ Beam Number

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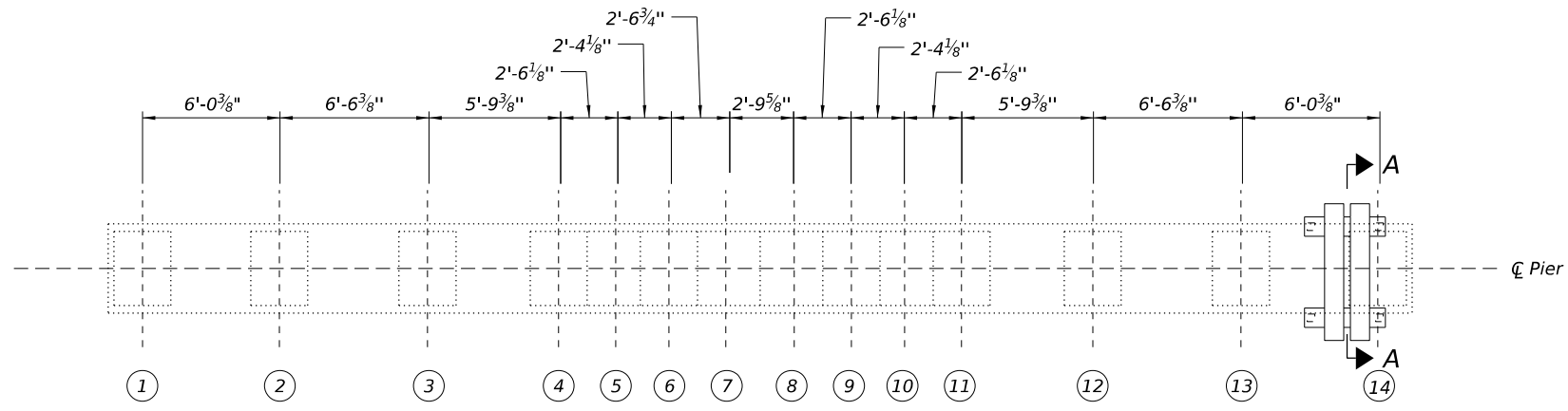
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 7 PLAN AND ELEVATION
STRUCTURE NO. 016-0396

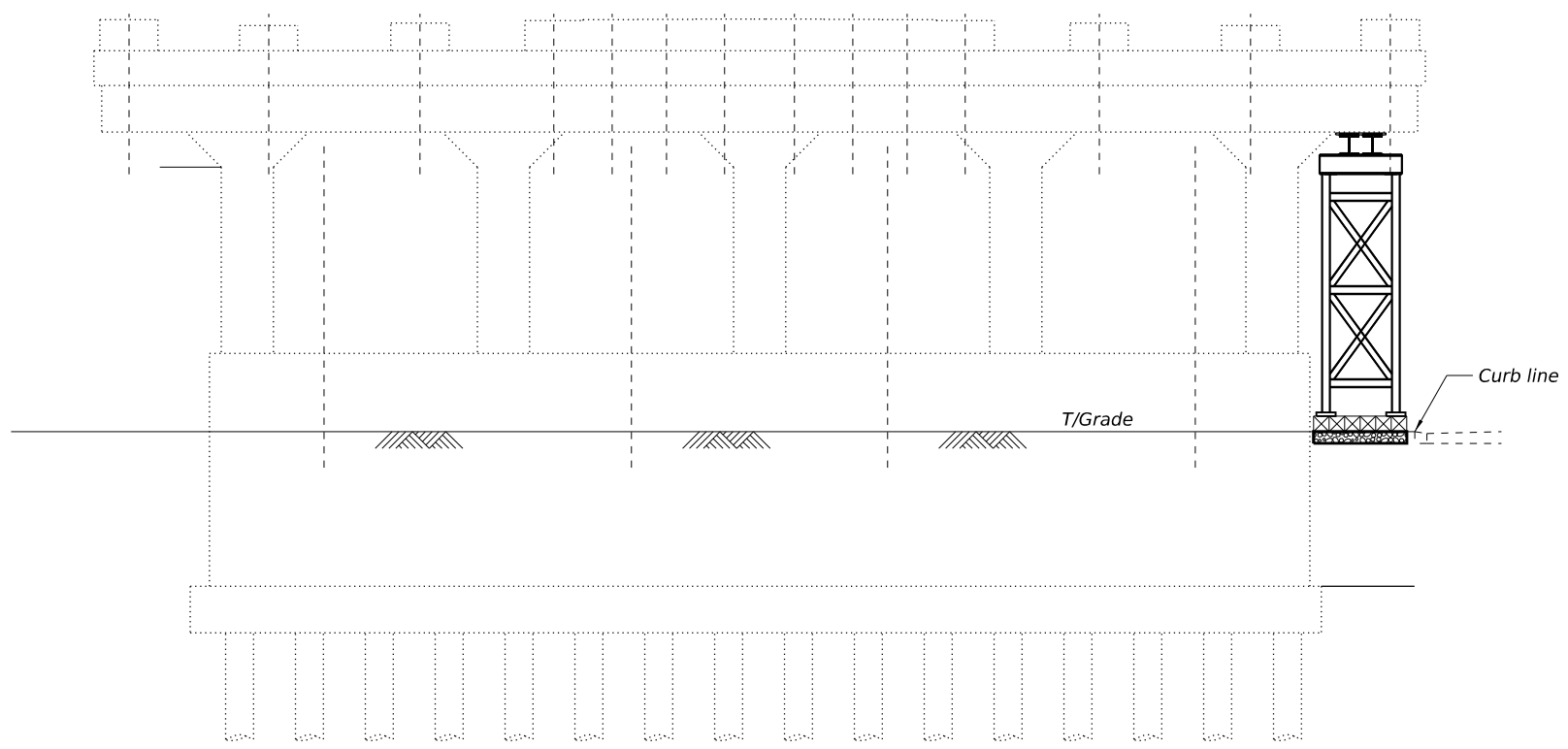
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CONTRACT NO. 80C90				

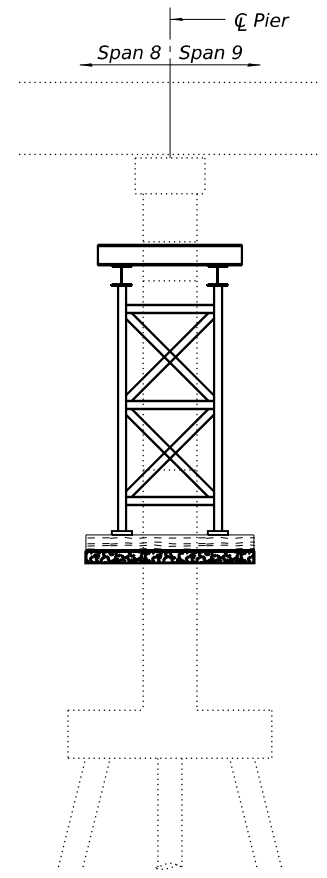
ILLINOIS FED. AID PROJECT



PLAN



PIER 8 ELEVATION WEST FACE
(Looking East)



SECTION THROUGH PIER

Legend
⑥ Beam Number

Notes:
For Section A-A and Pier Shoring Tower Details see sheet S12.

MODEL: Sheet
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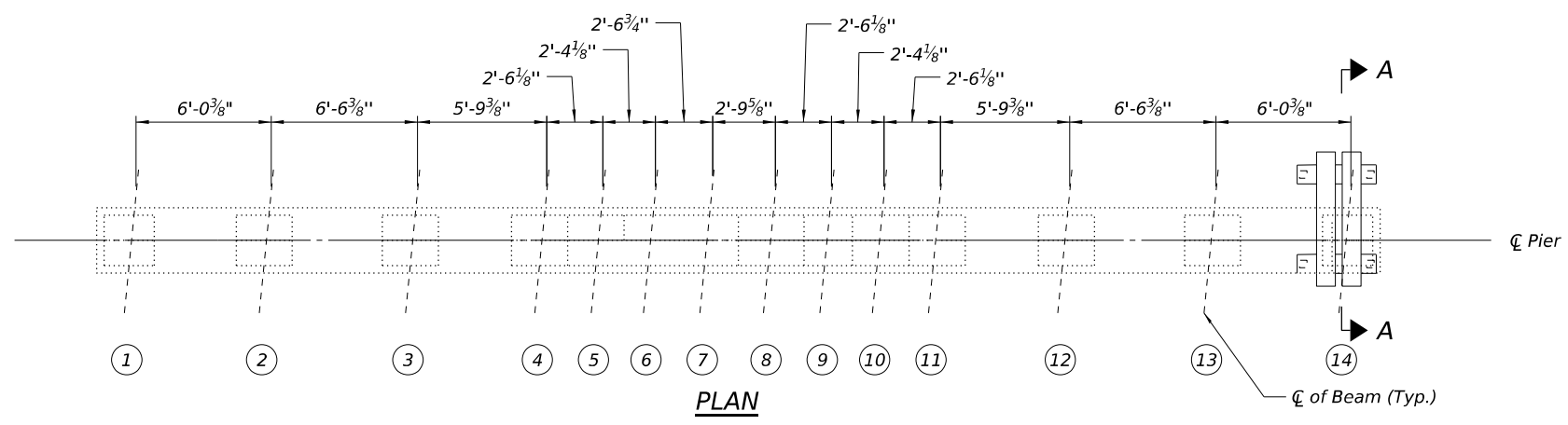
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

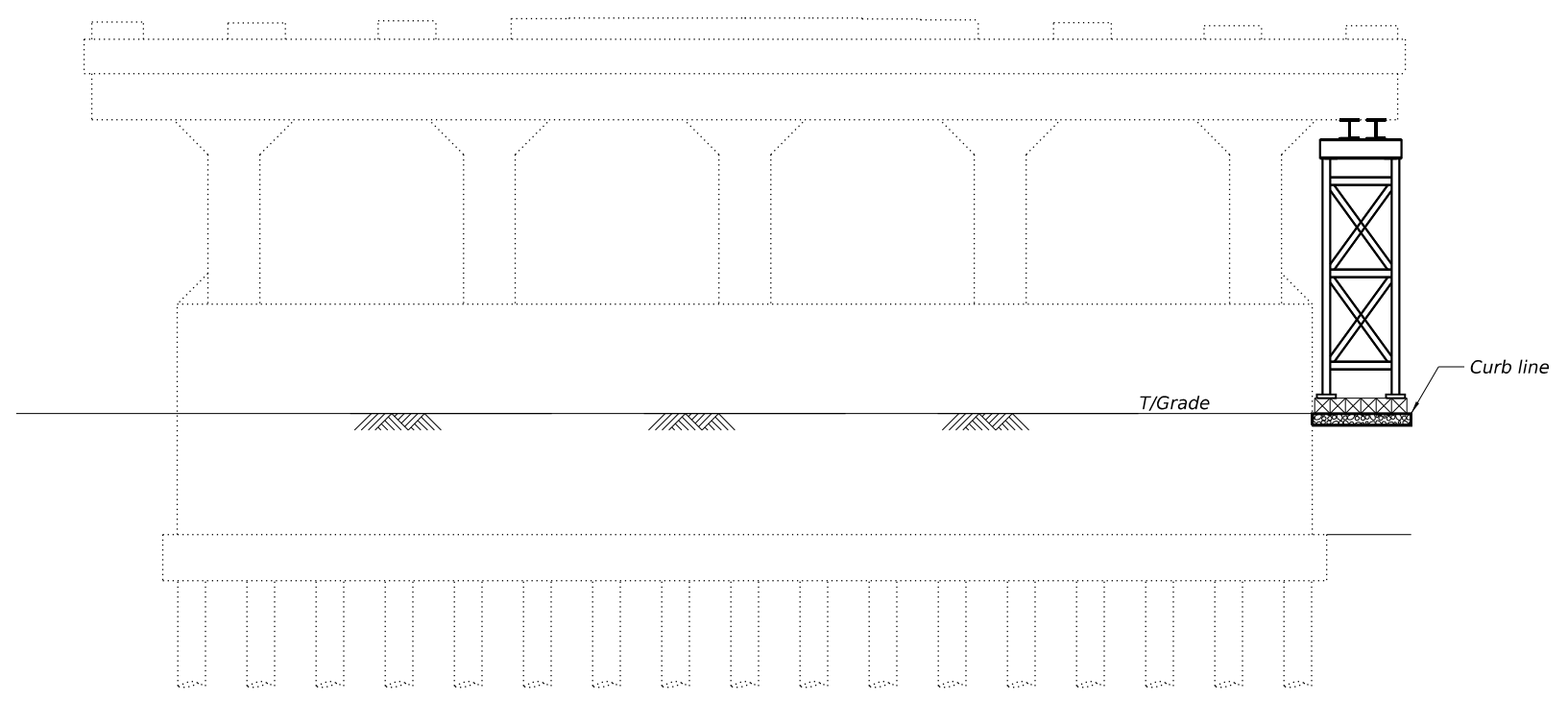
PIER 8 PLAN AND ELEVATION
STRUCTURE NO. 016-0396

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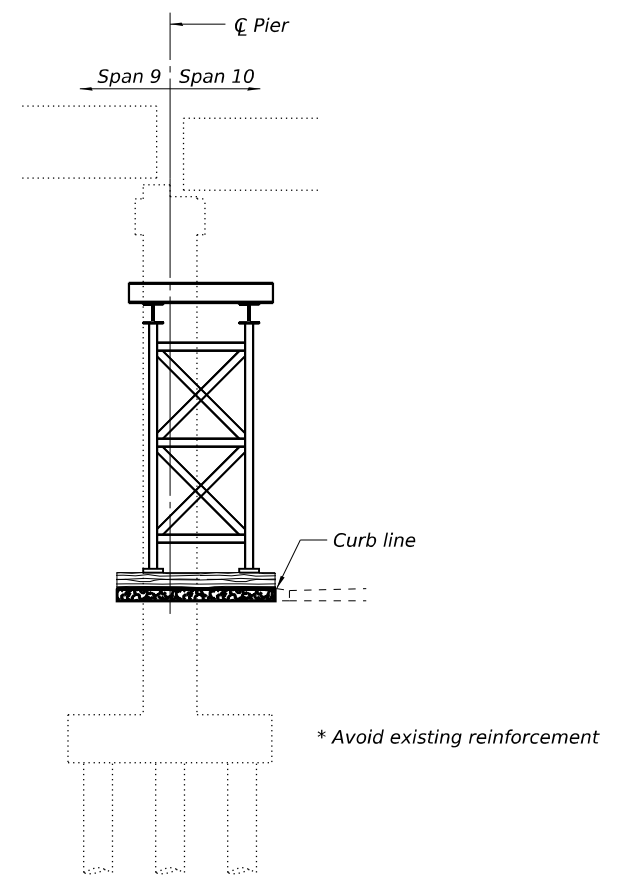
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391	(1616-VB-WPGM) BR25	COOK	40	30
CONTRACT NO. 80C90			ILLINOIS FED. AID PROJECT	



PLAN



PIER 9 ELEVATION WEST FACE
(Looking East)



SECTION THROUGH PIER

Legend
⑥ Beam Number

Notes:
For Section A-A and Pier Shoring Tower Details see sheet S12.

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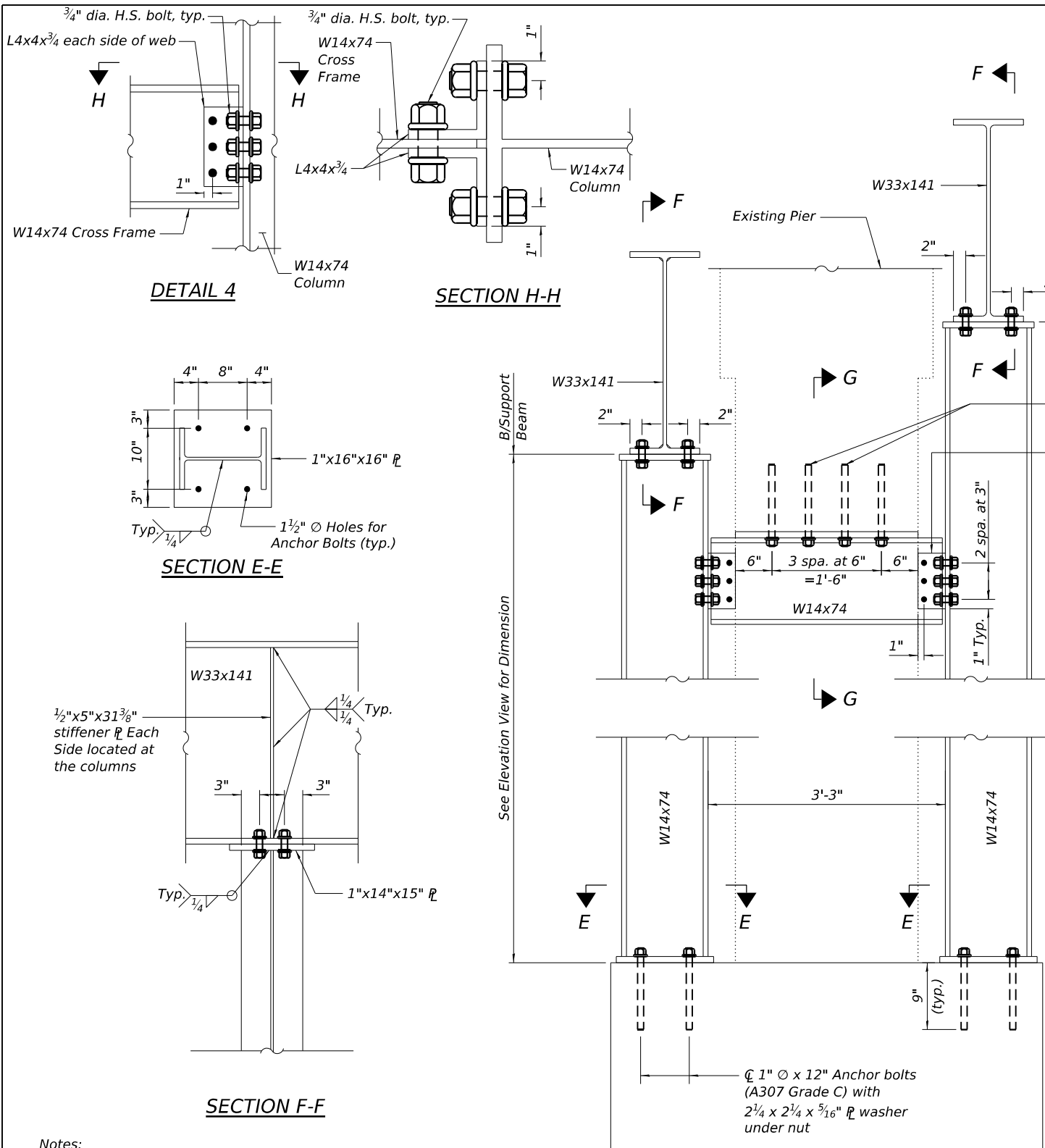
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 9 PLAN AND ELEVATION
STRUCTURE NO. 016-0396

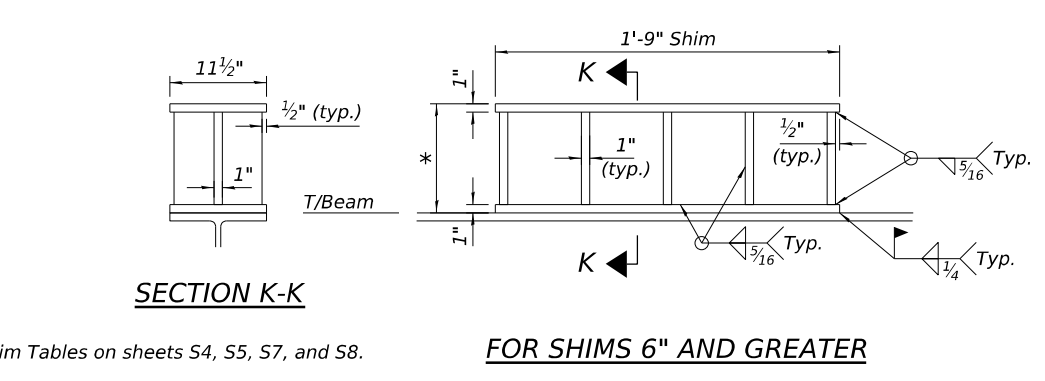
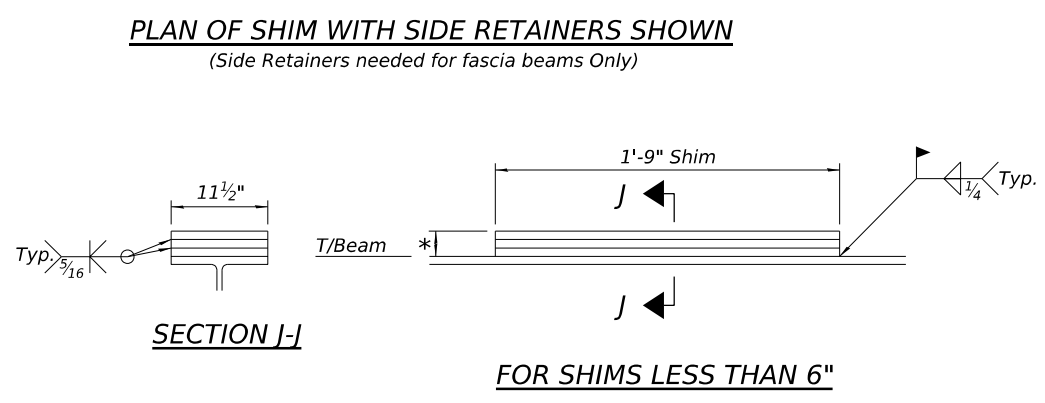
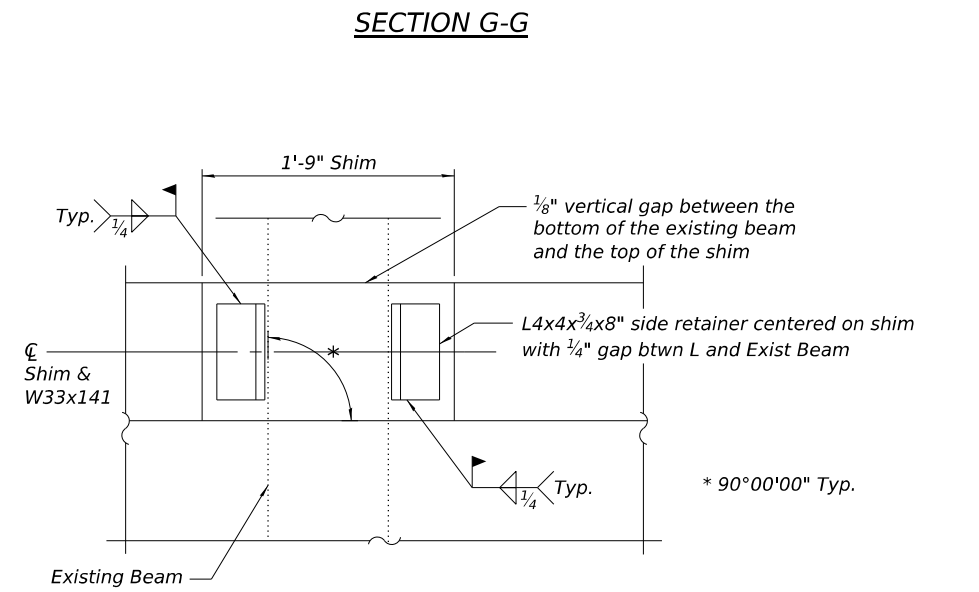
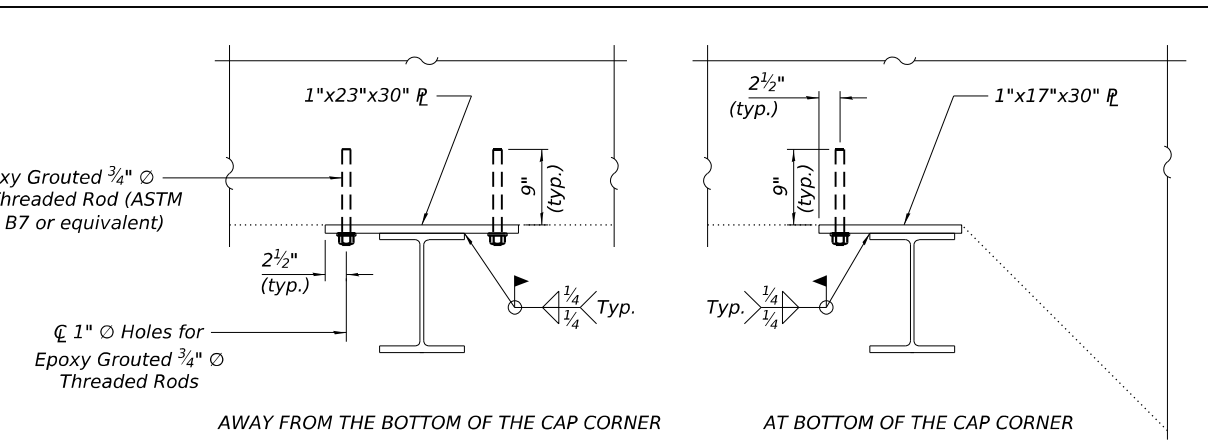
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CONTRACT NO. 80C90				
ILLINOIS		FED. AID PROJECT		



Notes:
 Anchor bolts shall be ASTM F1554 all-thread (for an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554. Cost included in the contract price for Furnish and Erect Structural Steel.
 Anchor bolts may be either cast in place or installed in holes drilled after the supported member is in place.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications. Cost included in the contract price for Furnish and Erect Structural Steel.
 W14x74 and W33x141 may be substituted with built-up column and plate girder with higher capacity at no additional cost to the department. Contractor is responsible for any additional design and detailing due to a substitution. Substitutions shall be submitted to the Engineer for review and approval prior to use.

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*See Shim Tables on sheets S4, S5, S7, and S8.



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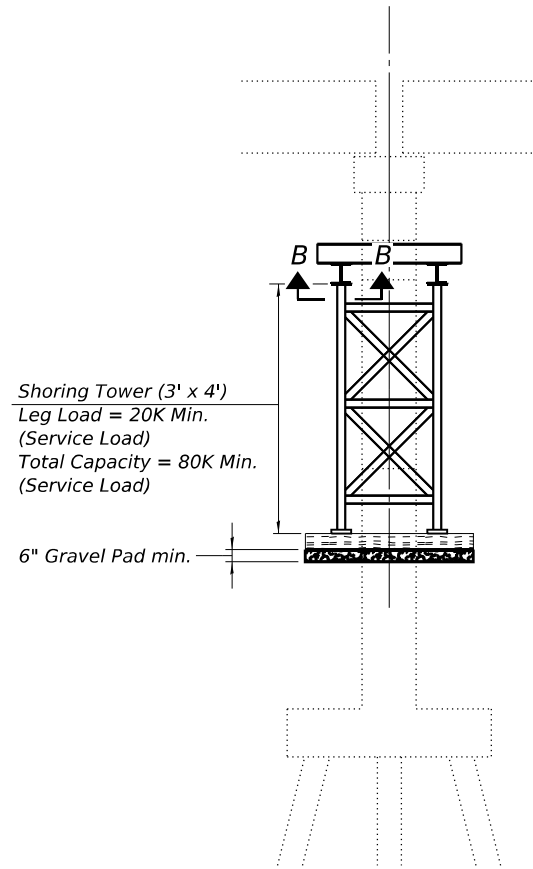
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STEEL BENT DETAILS
 STRUCTURE NO. 016-0396**

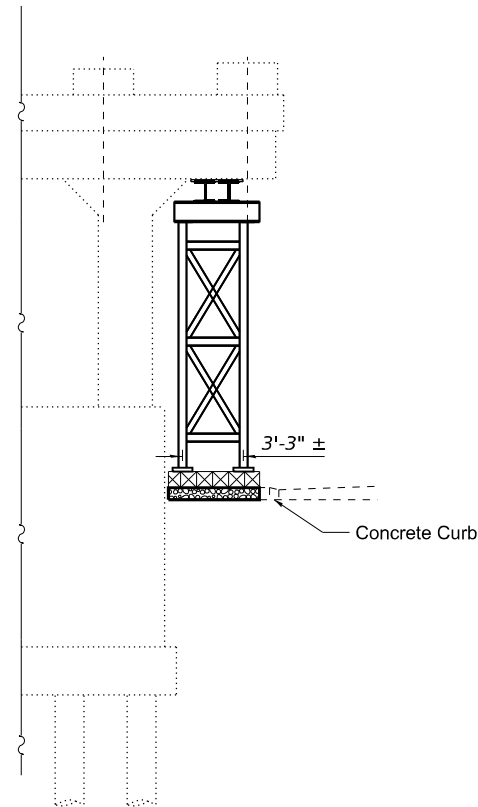
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CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

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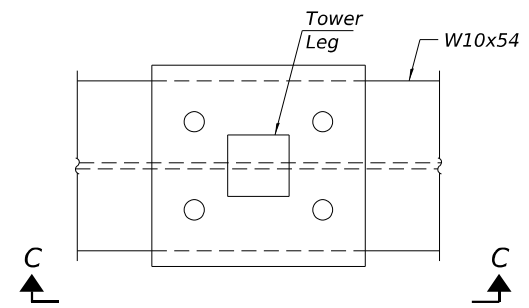
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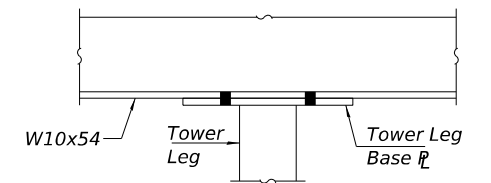
SECTION A-A



PIER SHORING TOWER ELEVATION



SECTION B-B
 Connection between tower leg plate and W10x54 section per tower manufacturer recommendations.



VIEW C-C



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PIER SHORING TOWER DETAILS
 STRUCTURE NO. 016-0396**

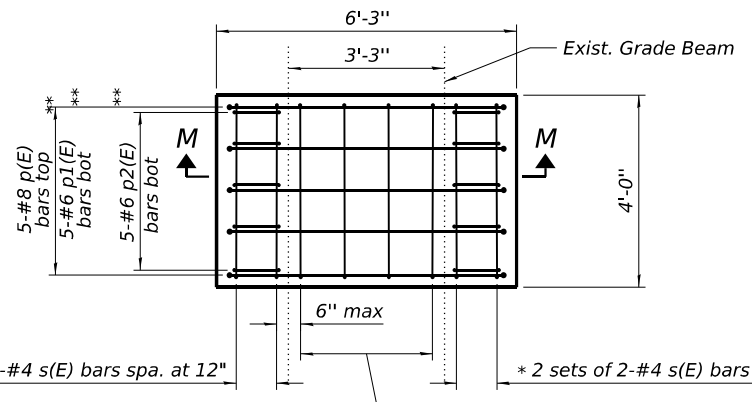
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CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

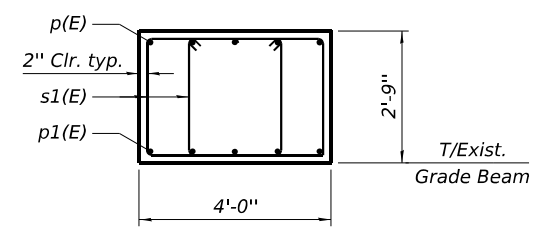
**CROSS BEAM
BILL OF MATERIAL**

(For 8 concrete cross beams, 4 at each pier)

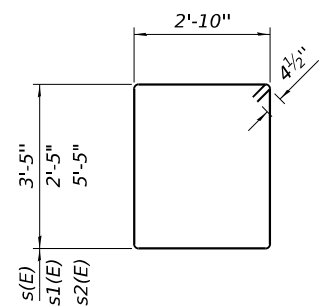
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p	40	#8	8'-7"	⌈
p2	40	#6	8'-0"	⌈
p3	40	#6	12'-0"	⌈
s	32	#4	13'-3"	□
s1	64	#4	11'-3"	□
s2	32	#4	17'-3"	□
Concrete Structures			Cu Yd	27.5
Reinforcement Bars, Epoxy Coated			Pounds	4,290



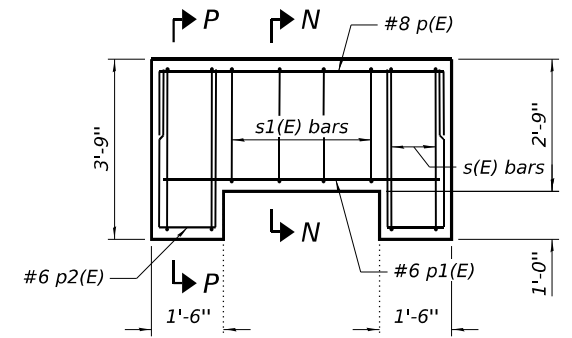
PLAN



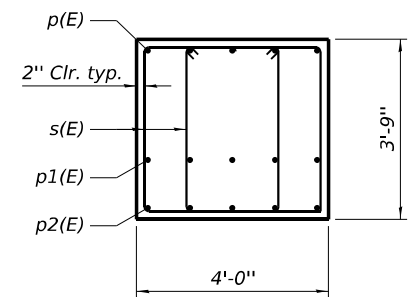
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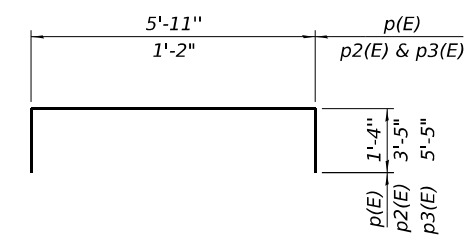
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SECTION M-M

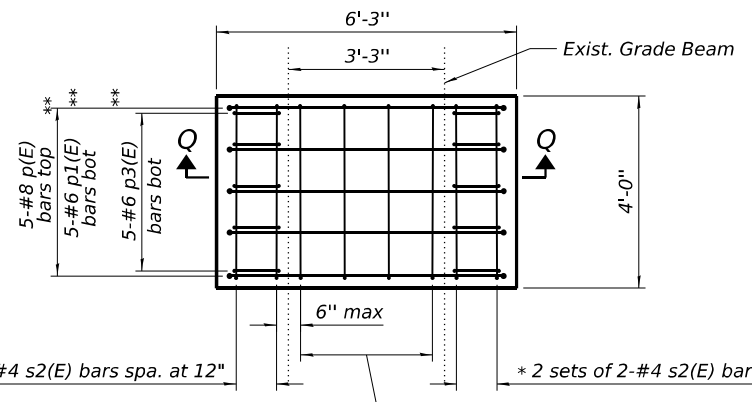


SECTION P-P

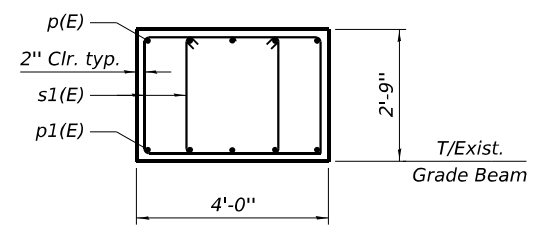


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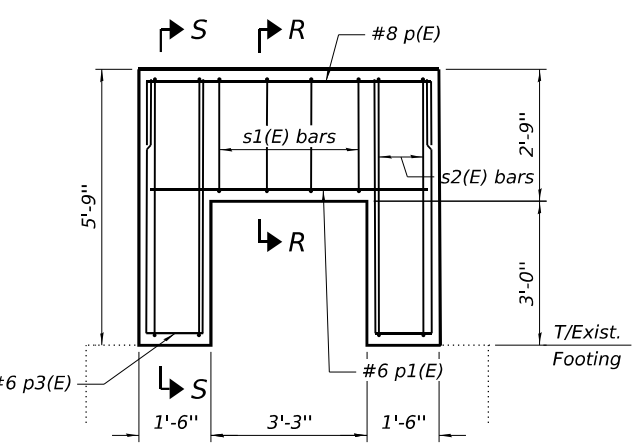
PIER 2 CONCRETE CROSS BEAM



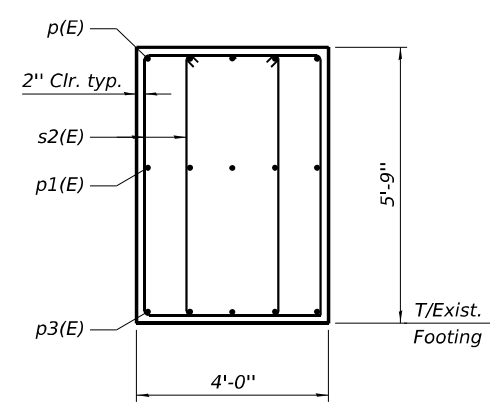
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SECTION R-R



SECTION Q-Q



SECTION S-S

PIER 7 CONCRETE CROSS BEAM

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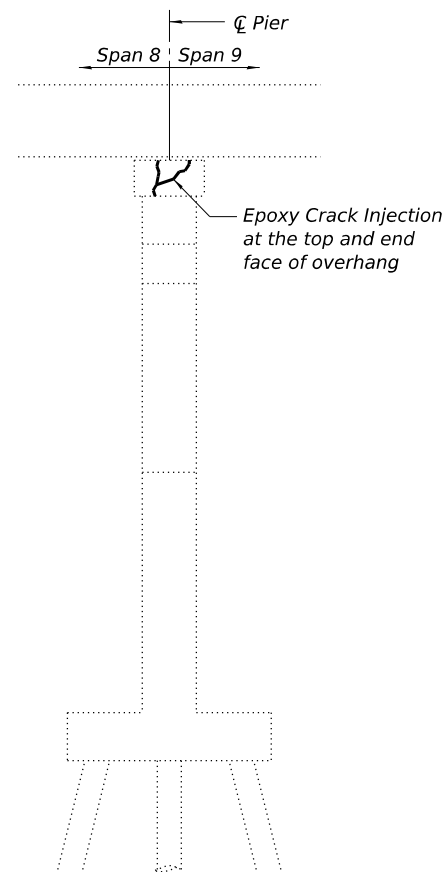
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE CROSS BEAM DETAILS
STRUCTURE NO. 016-0396**

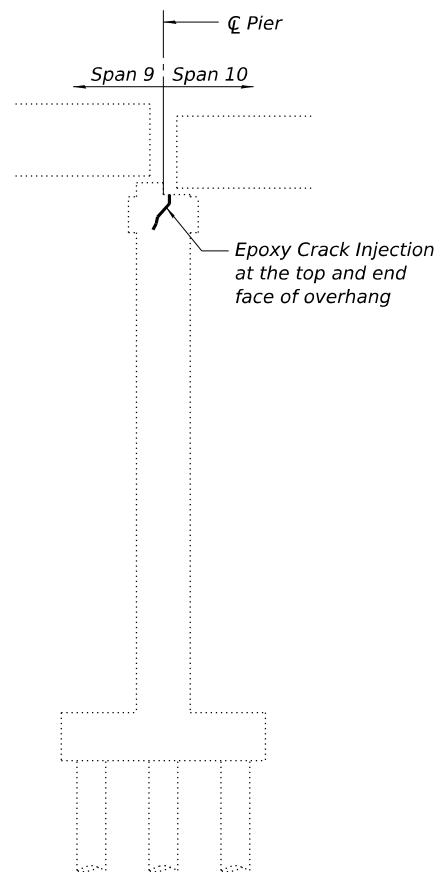
SHEET NO. S13 OF S16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 80C90	
		ILLINOIS FED. AID PROJECT		

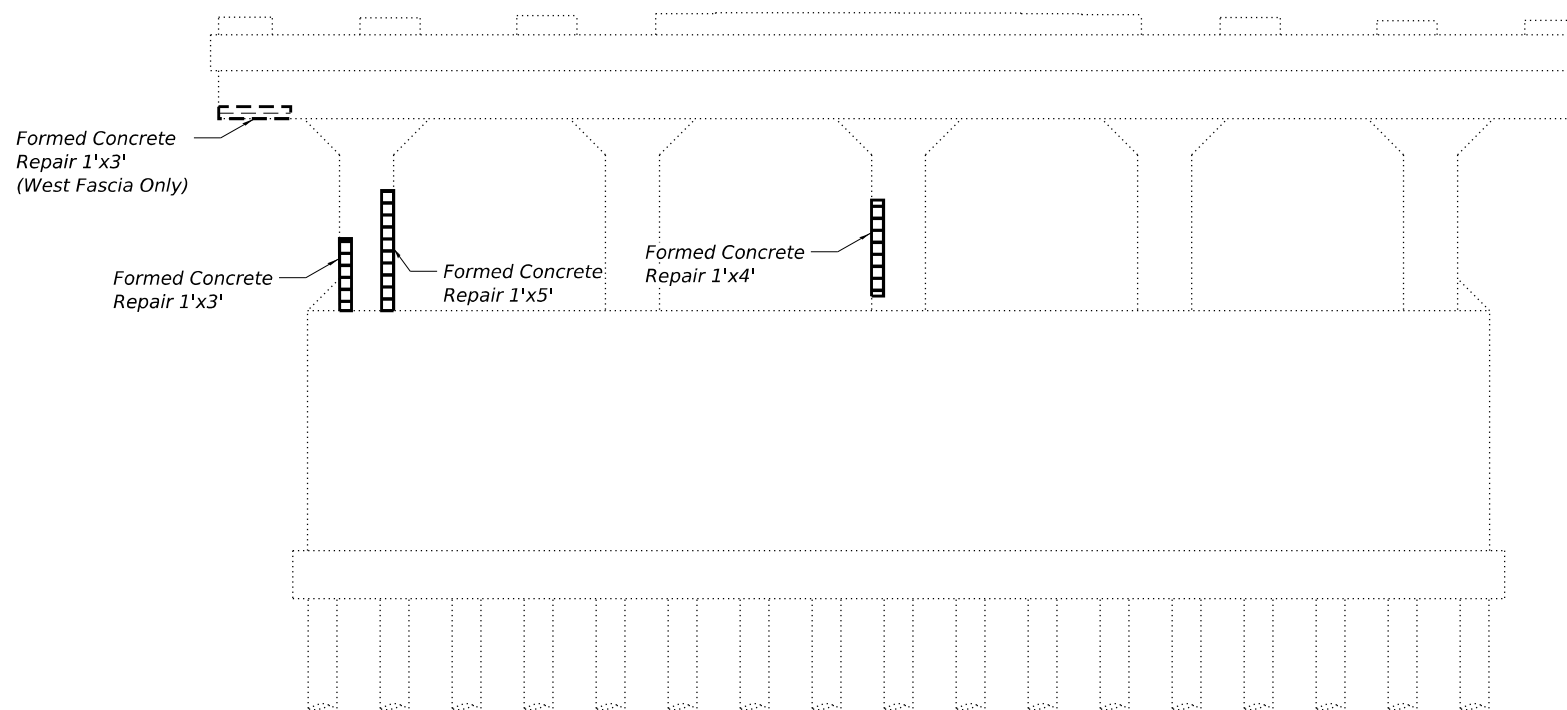
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PIER 8 SOUTH ELEVATION



PIER 9 SOUTH ELEVATION



PIER 9 EAST ELEVATION

1. Concrete Repair shall be performed in accordance with the contract Special Provisions.



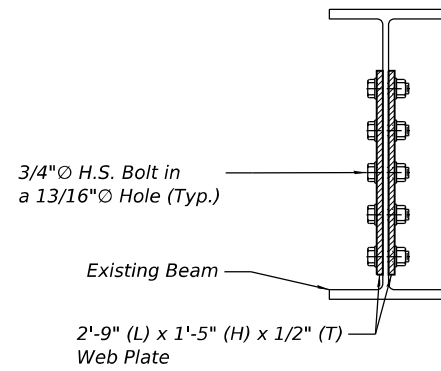
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

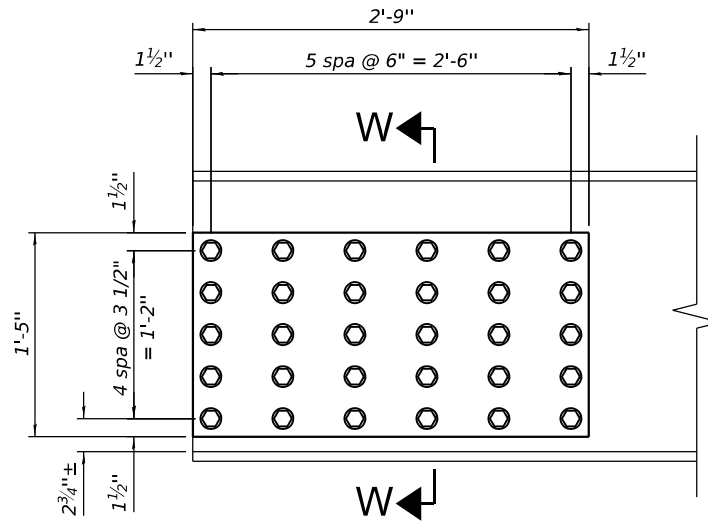
CONCRETE REPAIR DETAILS
 STRUCTURE NO. 016-0396

SHEET NO. S14 OF S16 SHEETS

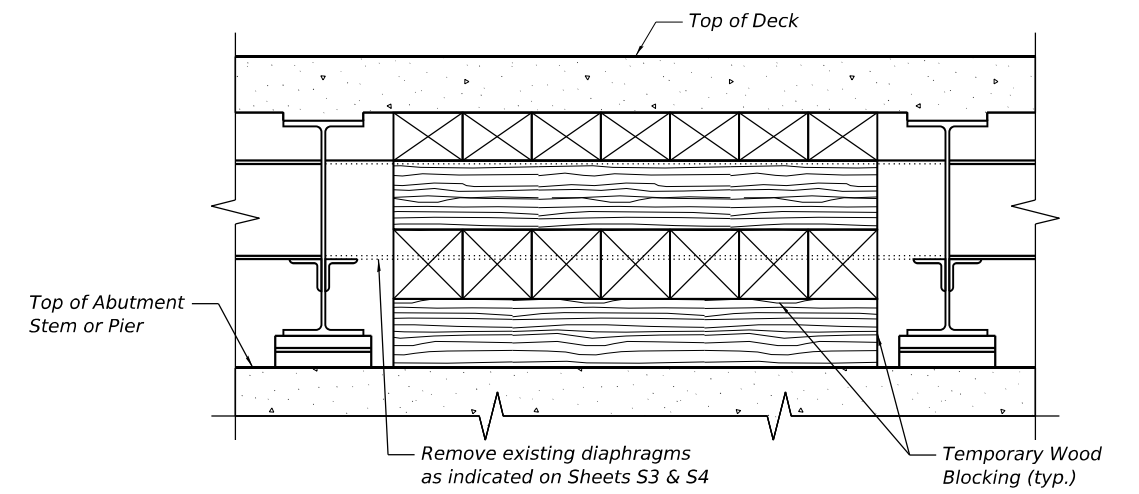
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391	(1616-VB-WPGM) BR25	COOK	40	35
CONTRACT NO. 80C90				
ILLINOIS		FED. AID PROJECT		



SECTION W-W



END OF BEAM ELEVATION



TEMPORARY WOOD BLOCKING DETAIL

Notes:

1. Use this detail for end of beam at Pier 7, Beams G2 and G3.
2. Remove existing end diaphragms and connection plates at bearings.
3. Properly sandblast and clean beam webs.
4. Provide a 2'-9" (L) x 1'-5" (H) x 1/2" (T) web plate on each side of the web: (2) plates total at each beam end. Contractor shall verify web plate will fit before fabrication. If web plate will not fit at the dimensions shown, Contractor shall inform the Engineer. All 36 ksi steel.
5. Field drill 15/16" holes through web using the cover plates as a template.
6. Connect all web plates with 3/4" A325 bolts. (30) bolts with washers total at each beam end.

Notes:

1. Temporary wood blocking detail shall be paid as Temporary Shoring and Cribbing.

BEAM END REPAIR

(2 Locations)

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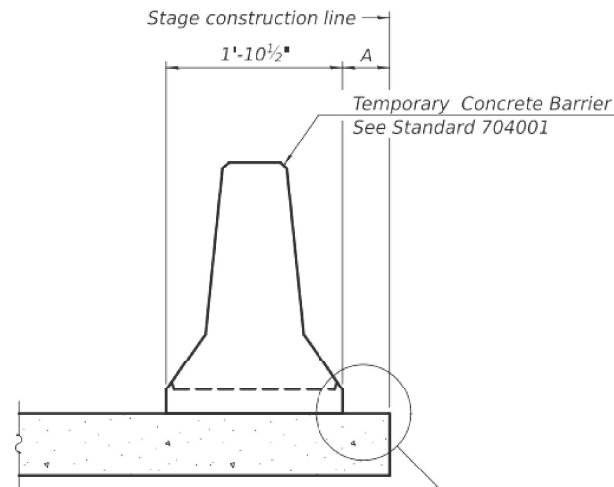
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PLOT DATE =	4/28/2026	CHECKED -	JP	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS DETAILS
STRUCTURE NO. 016-0396**

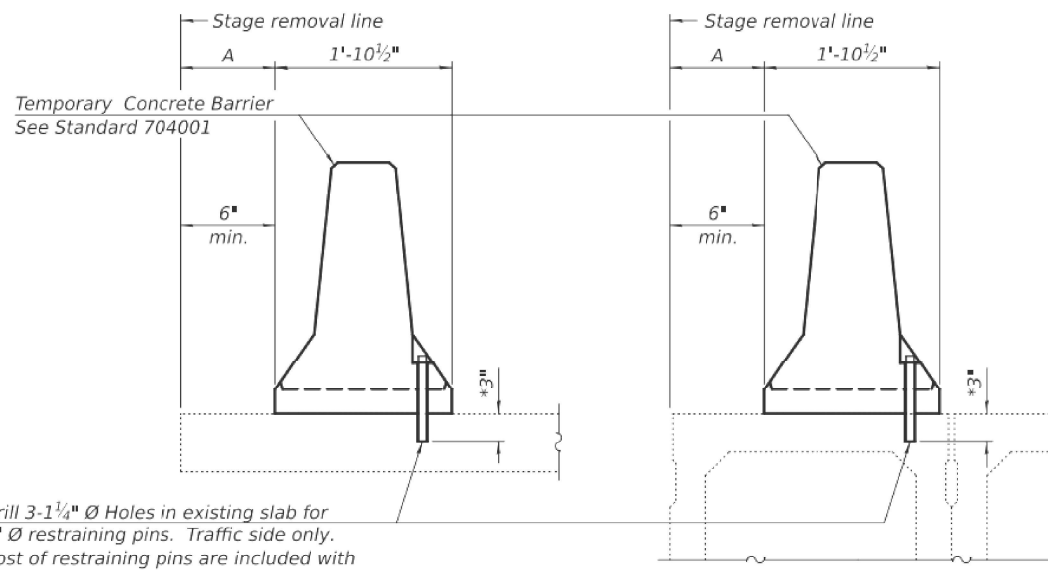
SHEET NO. S15 OF S16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	36
			CONTRACT NO. 80C90	
		ILLINOIS	FED. AID PROJECT	



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

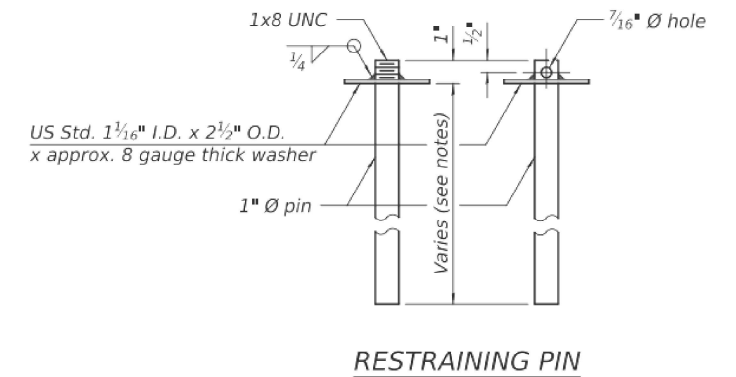


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

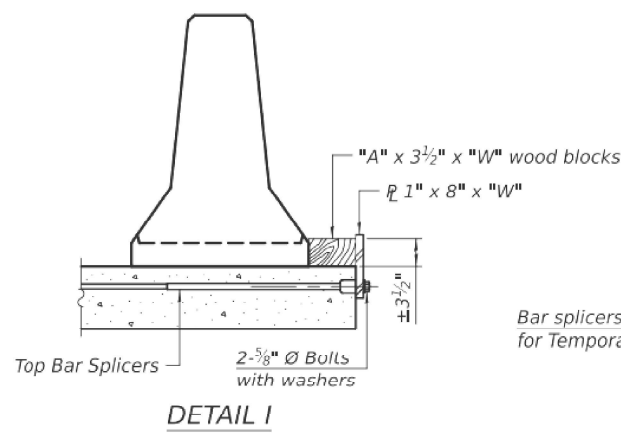
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

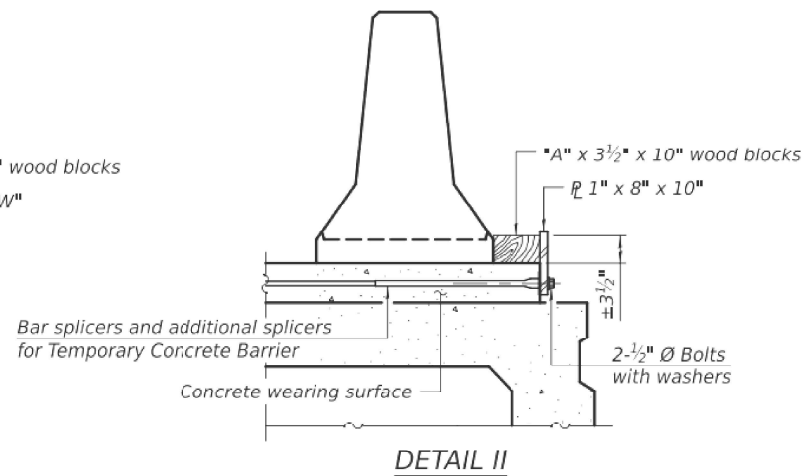


RESTRAINING PIN

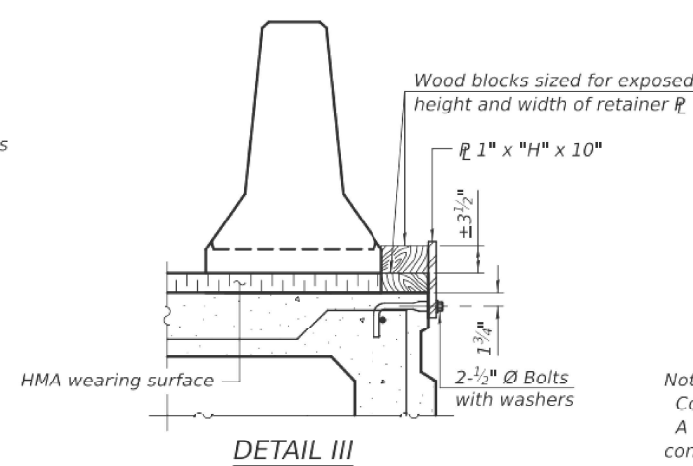
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



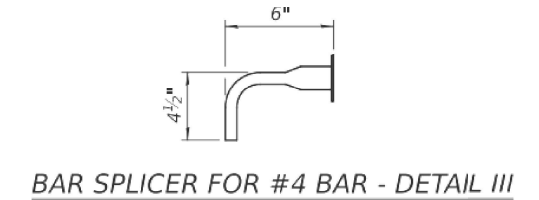
DETAIL I



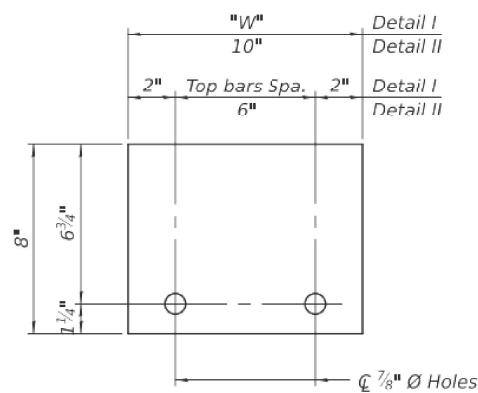
DETAIL II



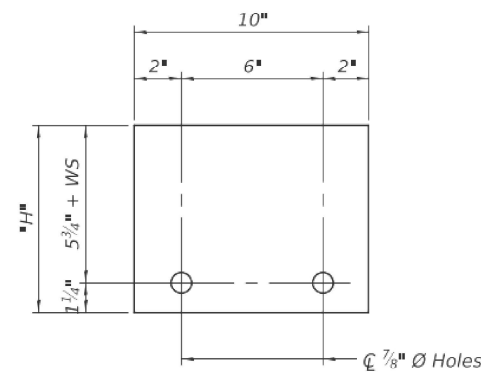
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate C of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
 Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
 Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

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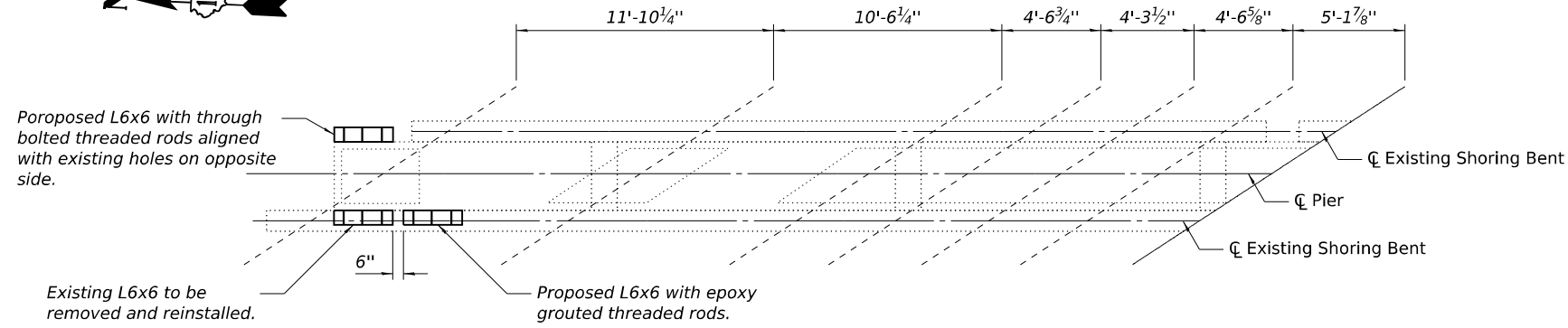
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

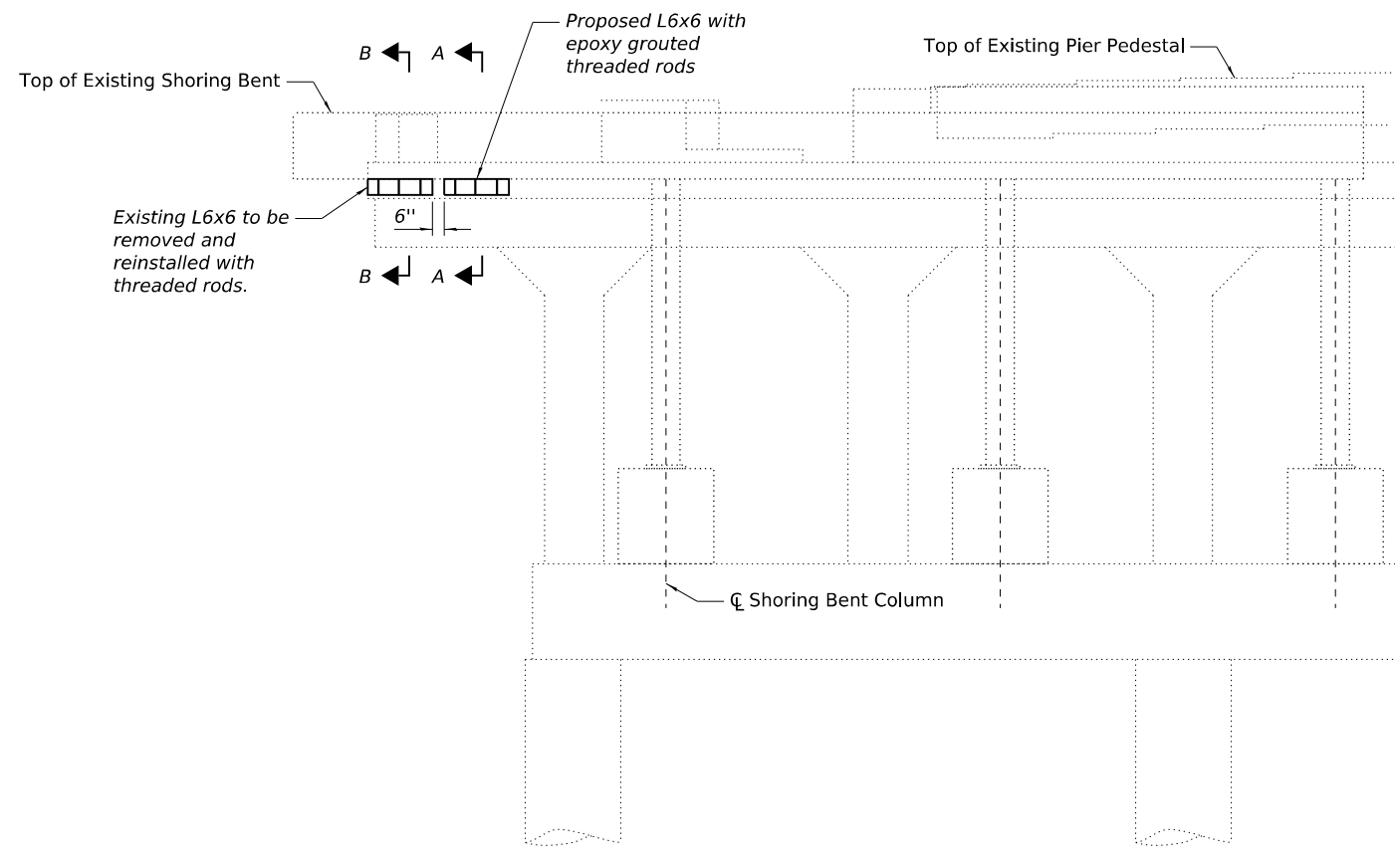
BRIDGE STANDARD R-27
 STRUCTURE NO. 016-0396

SHEET NO. S16 OF S16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	37
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

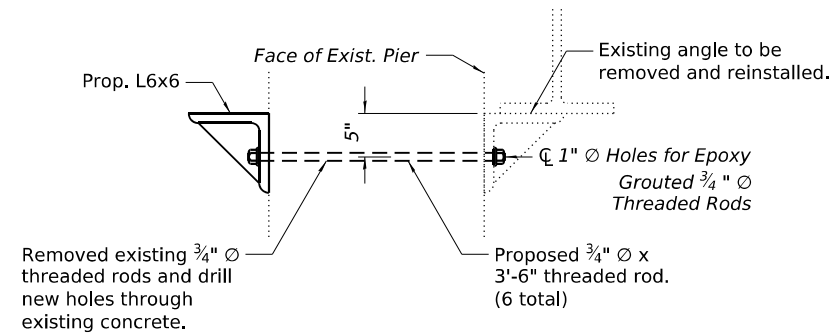


PLAN

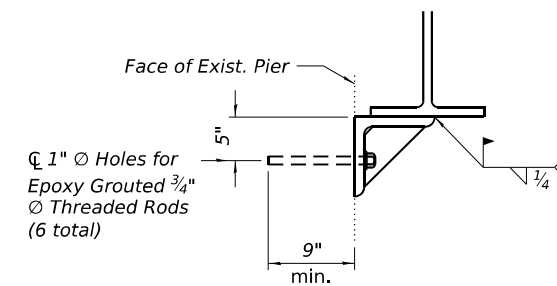


PIER 3 ELEVATION WEST FACE

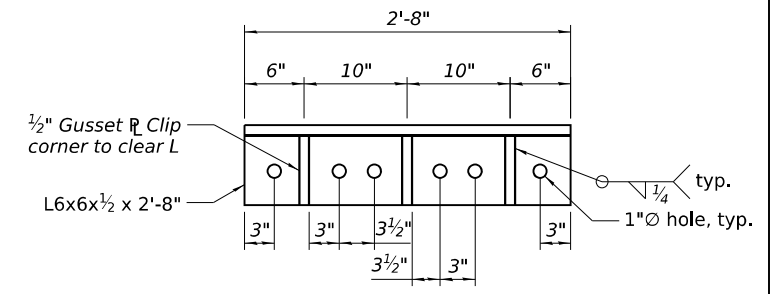
(Looking East)



SECTION B-B



SECTION A-A



CONNECTION ANGLE DETAIL

(2 total)

Notes:
 Removal of existing epoxy grouted rods, proposed threaded rods, nuts and washers and the epoxy grouting of proposed rods are included in the unit price for Structural Steel.
 Removal and reinstallation of the existing L6x6 is included in the unit price for Structural Steel.
 Prior to removing existing connection angle and rods, Contractor shall install the proposed L6x6 adjacent to the existing with fully grouted threaded rods. After the epoxy has set, the existing angle may be removed and new through-bolted threaded rods installed.

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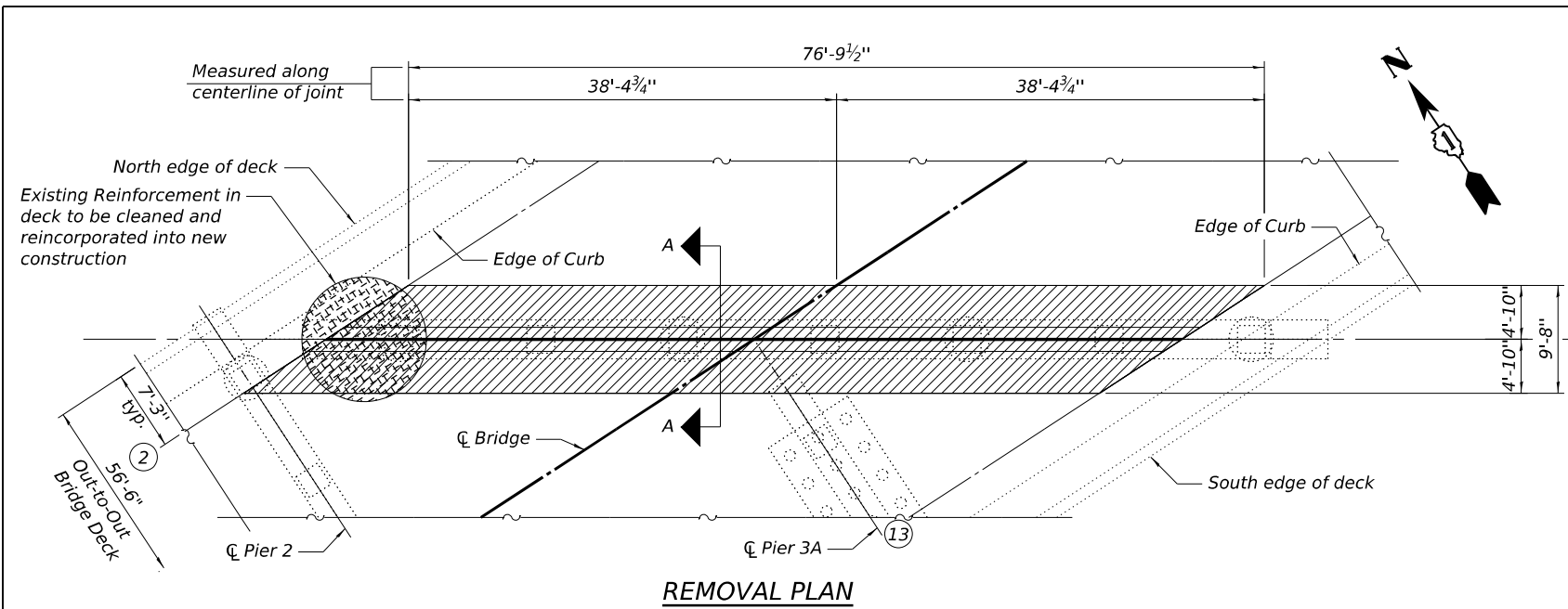
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 3 CONNECTION DETAIL
 STRUCTURE NO. 016-0396

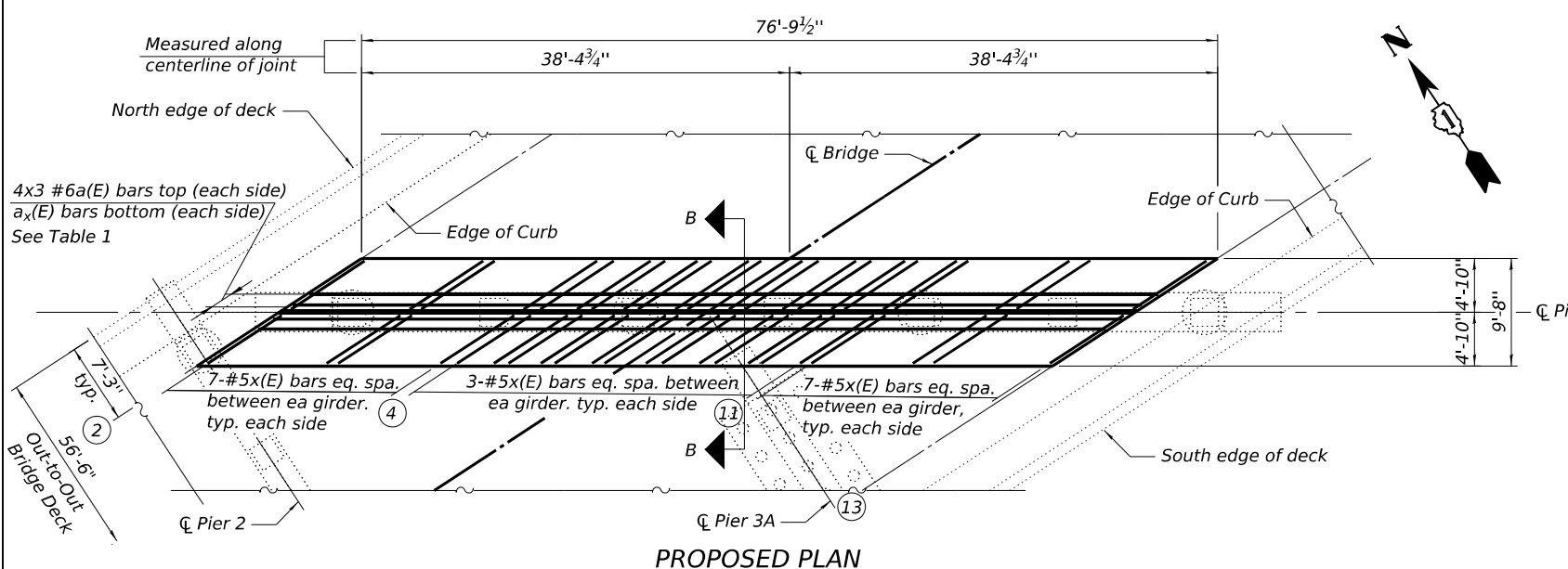
SHEET NO. S16A OF S16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 80C90	
		ILLINOIS FED. AID PROJECT		

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REMOVAL PLAN

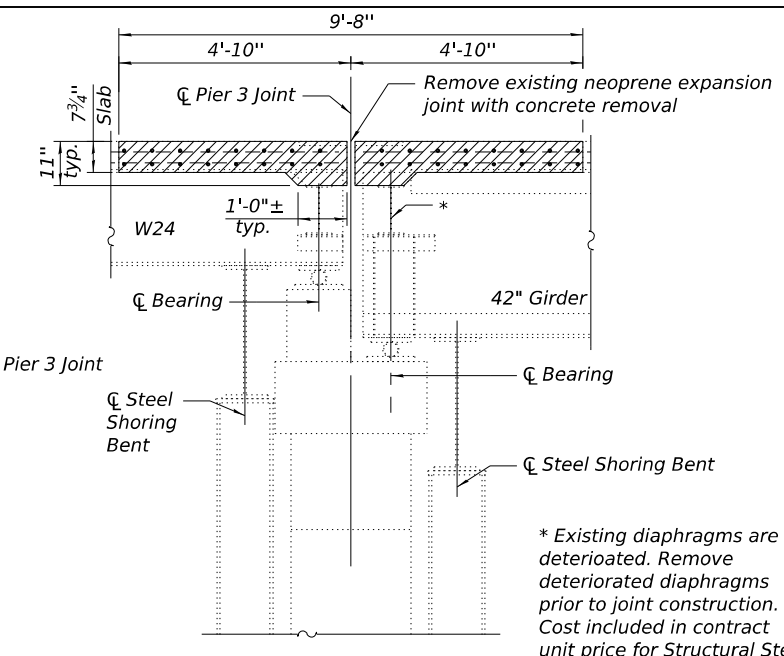


PROPOSED PLAN

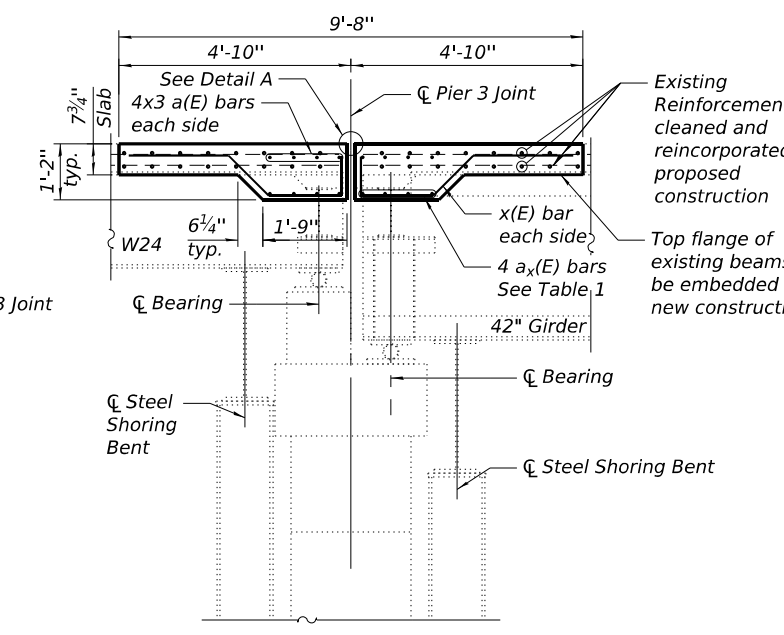
NOTES:
 Existing reinforcement in deck shall be cleaned and incorporated into the new construction. Any bars damaged during Concrete Removal shall be repaired by the Contractor. Cost for cleaning and repairing reinforcement is included in the contract unit price for Concrete Removal.
 Existing diaphragms are deteriorated and planned to be removed as outlined on other sheets. Removal of existing diaphragms and connection angles are as shown on other sheets.
 Prior to Concrete Removal, Contractor shall sawcut 3/4" along edge of removal limits. Special care shall be taken to avoid damaging existing reinforcement bars.
 Existing steel shoring bents are supporting existing girders. These shoring bents shall be protected in place.
 Joint replacement shall be completed under full bridge closure prior to the erection of the steel bents and shoring towers.

BAR LAP
 #6 Bar 4'-10"

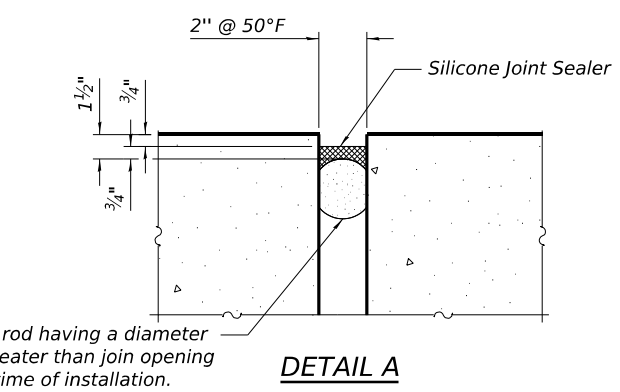
LEGEND
 # Girder Number Designation
 Concrete Removal



SECTION A-A



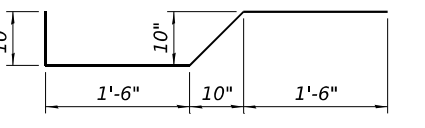
SECTION B-B



DETAIL A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	24	#6	28'-10"	
a1(E)	16	#6	11'-0"	
a2(E)	16	#6	9'-8"	
a3(E)	32	#6	4'-0"	
a4(E)	16	#6	3'-8"	
a5(E)	8	#6	4'-6"	
x(E)	98	#5	5'-0"	
Concrete Superstructure		Cu. Yd.	24	
Reinforcement Bars, Epoxy Coated		Pound	2,380	



x(E) Bar

TABLE 1

Between Girders	Bar	No. Bars
G2 - G3	a1(E)	4
G3 - G4	a2(E)	4
G4 - G5	a3(E)	4
G5 - G6	a4(E)	4
G6 - G7	a3(E)	4
G7 - G8	a5(E)	4
G8 - G9	a3(E)	4
G9 - G10	a4(E)	4
G10 - G11	a3(E)	4
G11 - G12	a2(E)	4
G12 - G13	a1(E)	4



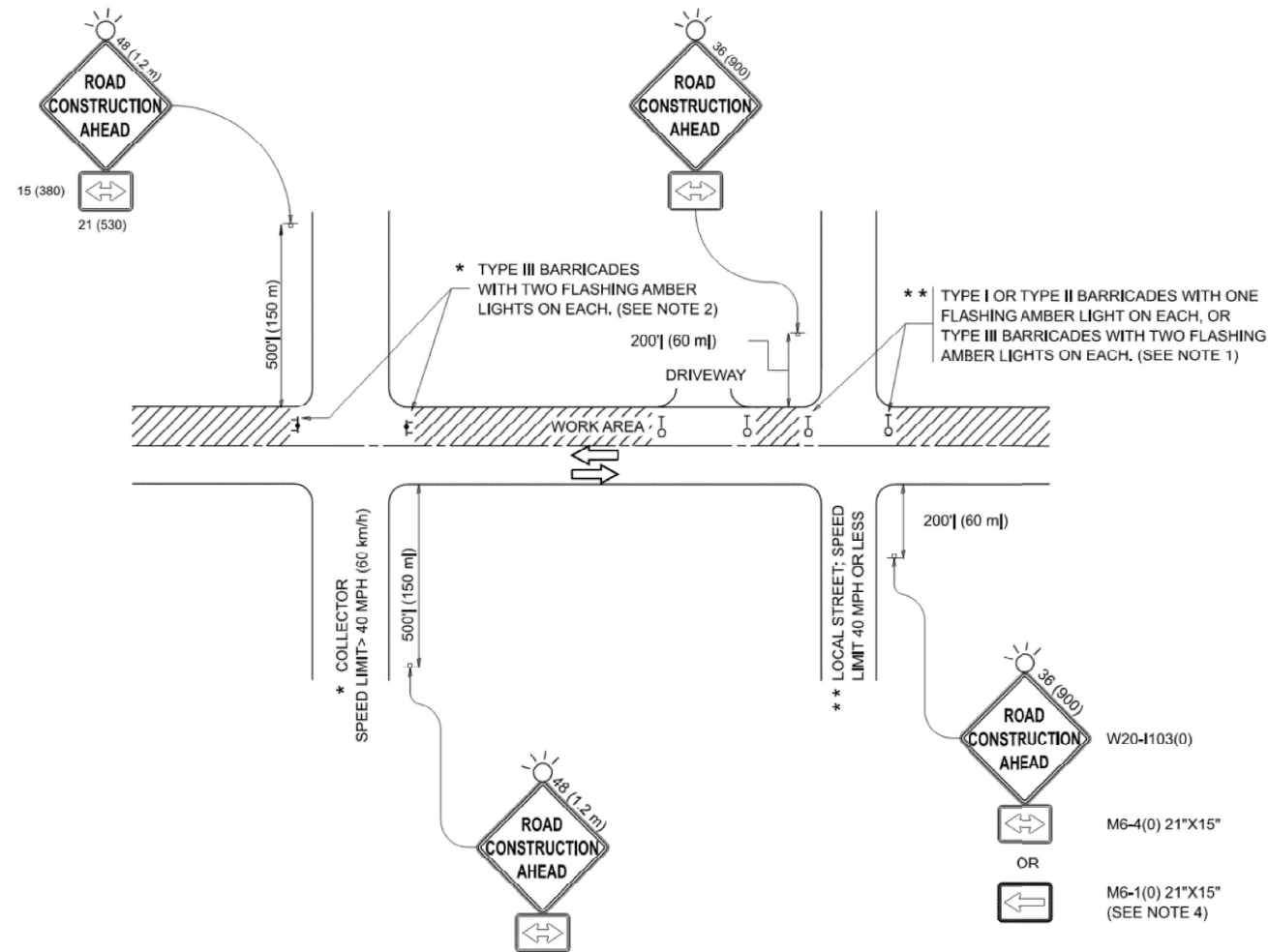
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PLOT DATE = 4/28/2026	DRAWN - WC	REVISED -
	CHECKED - JP	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PIER 3 JOINT REPLACEMENT
 STRUCTURE NO. 016-0396**
 SHEET NO. S16B OF S16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	37B
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

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NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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



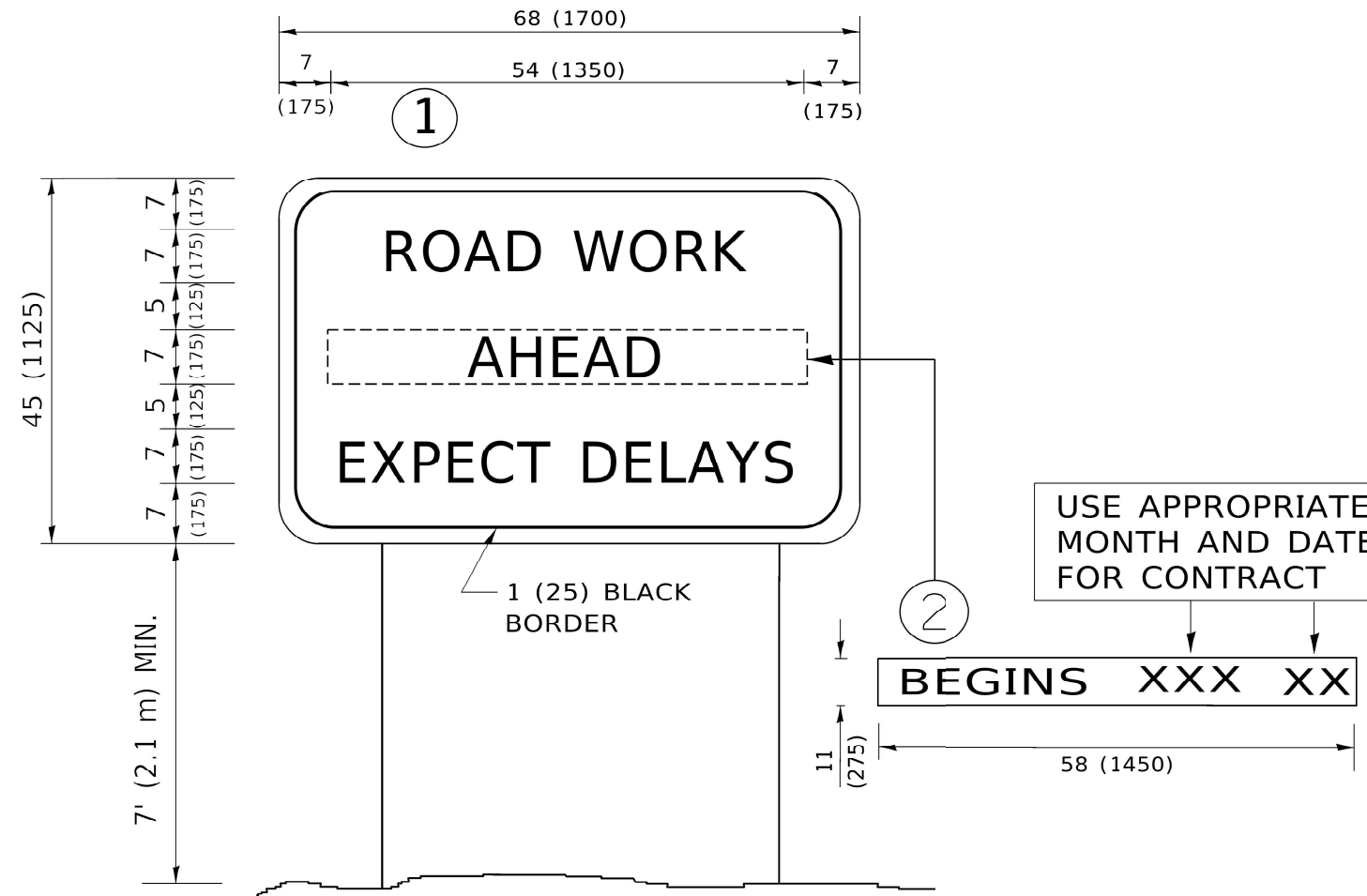
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE
 ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	38
			CONTRACT NO. 80C90	
		ILLINOIS FED. AID PROJECT		

SHEET NO. 1 OF 1 SHEETS



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.

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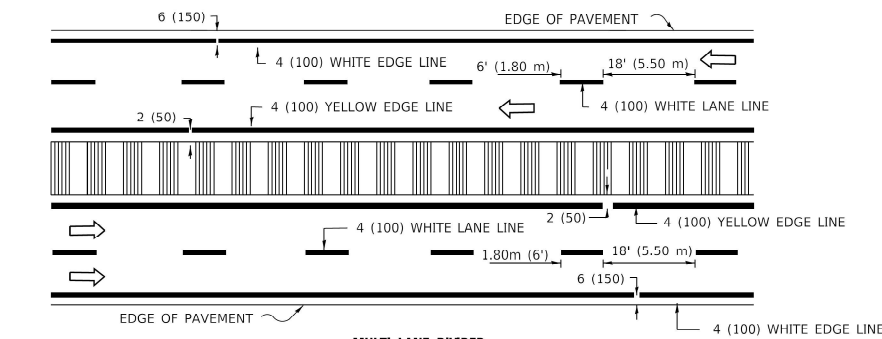
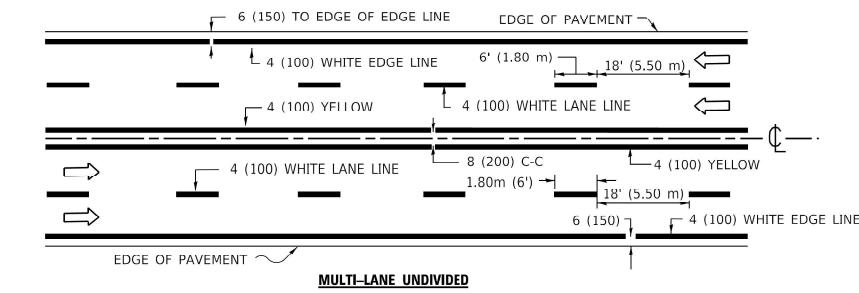
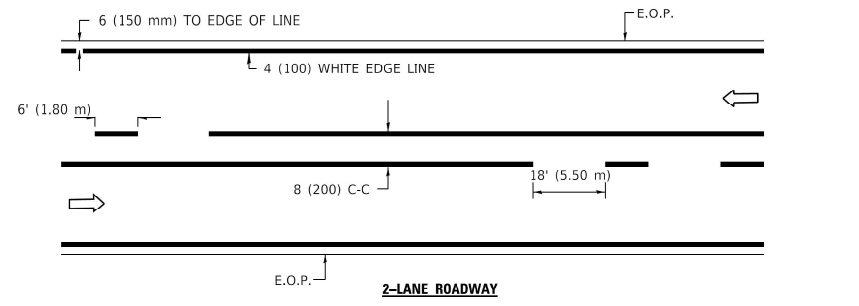
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN (TC-22)

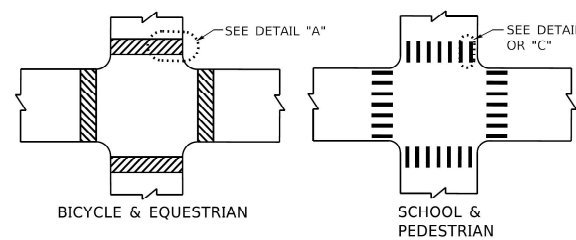
SHEET NO. 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

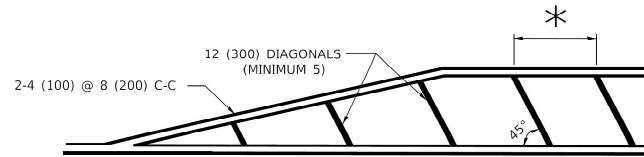
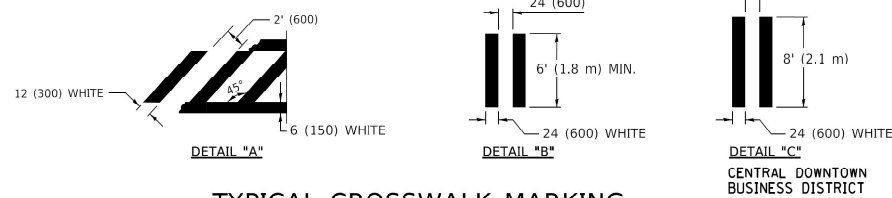
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TYPICAL LANE AND EDGE LINE MARKING

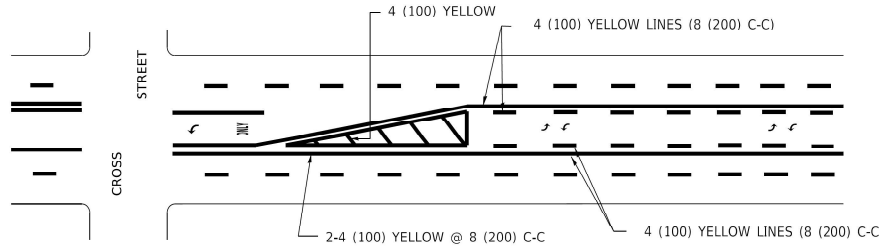


TYPICAL CROSSWALK MARKING

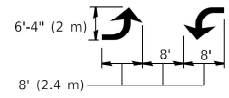


* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 * DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

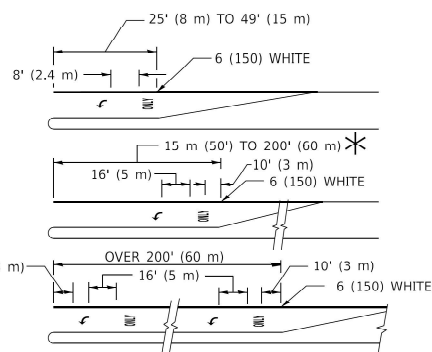
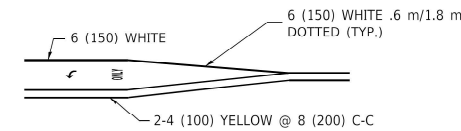


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

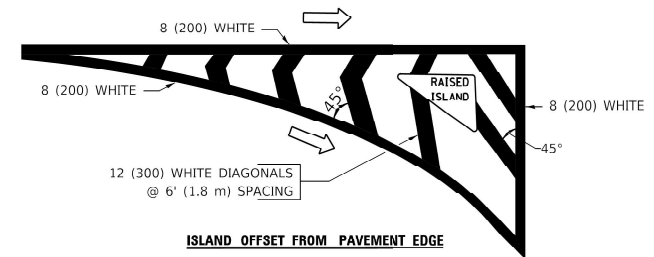
TYPICAL PAINTED MEDIAN MARKING



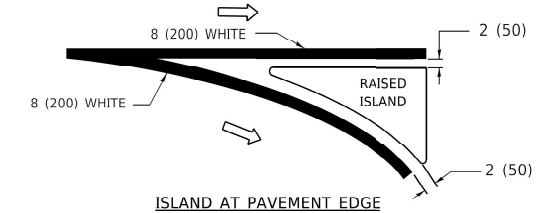
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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



USER NAME = LauriA
 PLOT SCALE =
 PLOT DATE = 3/6/2026

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
 TYPICAL PAVEMENT MARKINGS (TC-24)

SHEET NO. 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	40
CONTRACT NO. 80C90				
ILLINOIS / FED. AID PROJECT				