

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

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

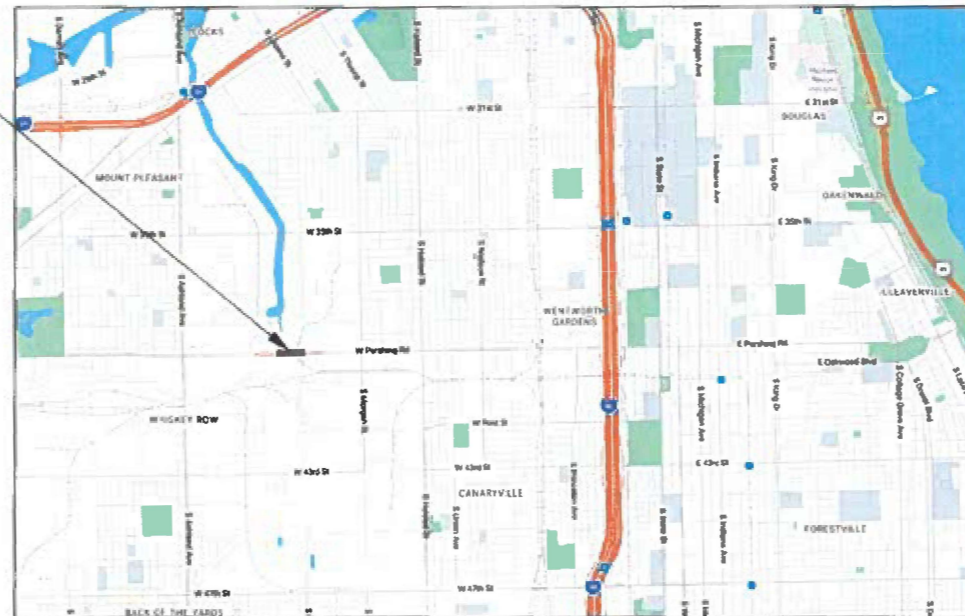
**PROPOSED  
BRIDGE REPAIR PLANS**  
FAP ROUTE 391 (PERSHING ROAD)  
OVER RACINE AVE & NS RR 1.3 MI W OF I-94  
BRIDGE REPAIR  
SECTION (1616-VB-WPGM) BR 25  
PROJECT NHPP JU5G (295)  
COOK COUNTY  
C-91-207-26



**TRAFFIC DATA**

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

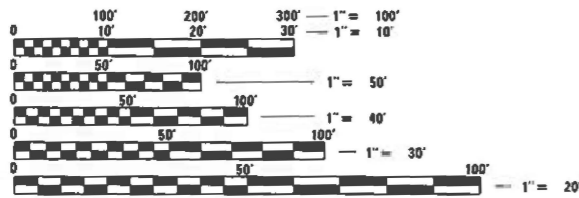
BRIDGE REPAIR  
SN 016-0396  
STA 29 + 96 TO  
STA 36 + 51



**LOCATION MAP**

NOT TO SCALE

GROSS LENGTH = 2470 FT. = 0.47 MILE  
NET LENGTH = 655 FT. = 0.12 MILE



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: DARPIT SHAH (847) 705-4755

CONTRACT NO. 80C90



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 9, 2026  
Jose Rojas  
REGIONAL ENGINEER

May 8, 2026  
Scott A. [Signature]  
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2026  
[Signature]  
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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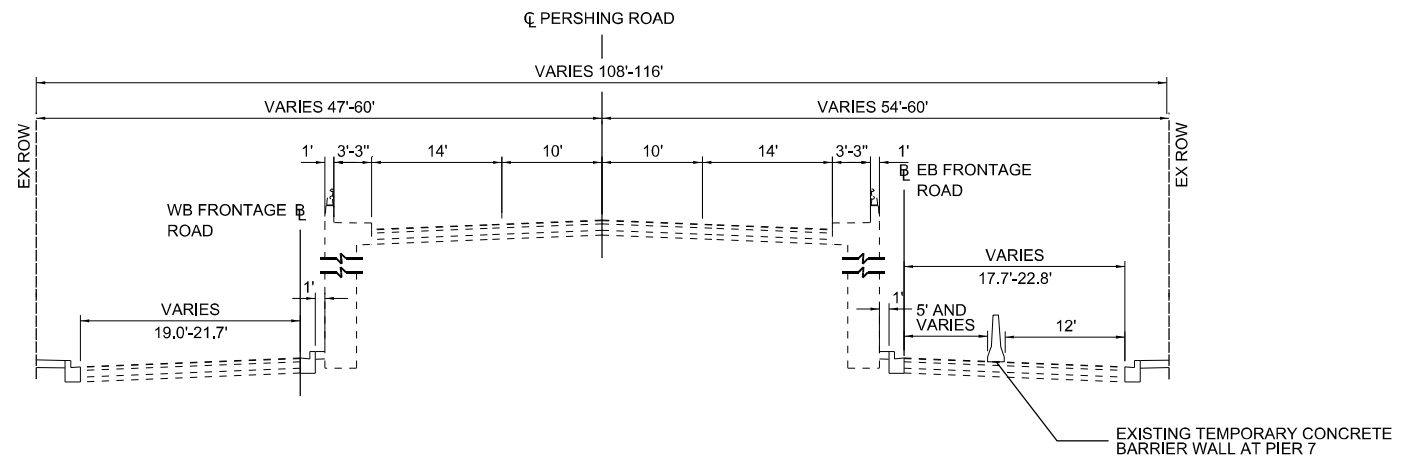
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		DRAWN AL	REVISED -
PLOT SCALE =		CHECKED KP	REVISED -
PLOT DATE =	4/28/2026	DATE 4/28/2026	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
PERSHING ROAD

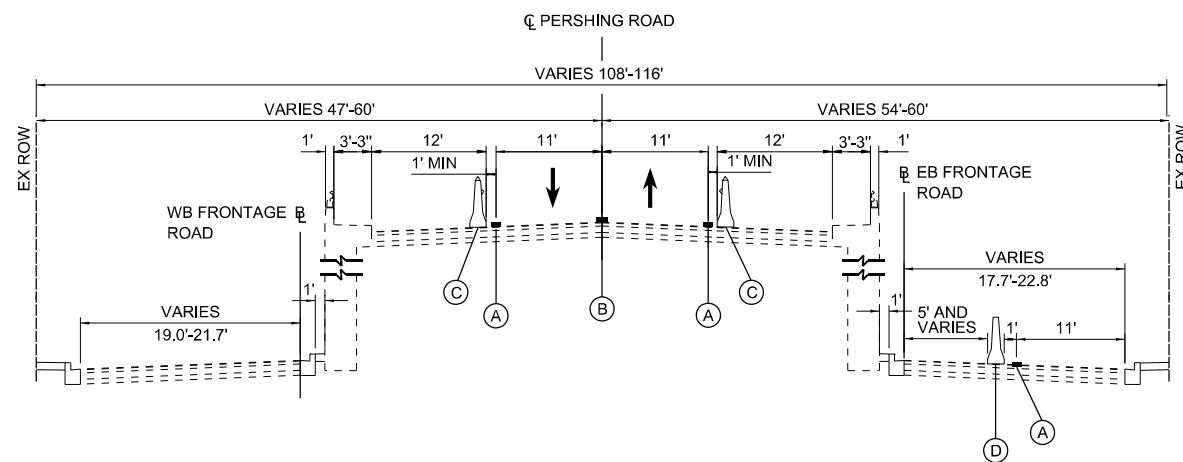
SHEET NO. 2 OF 2 SHEETS

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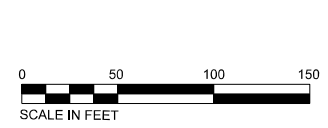
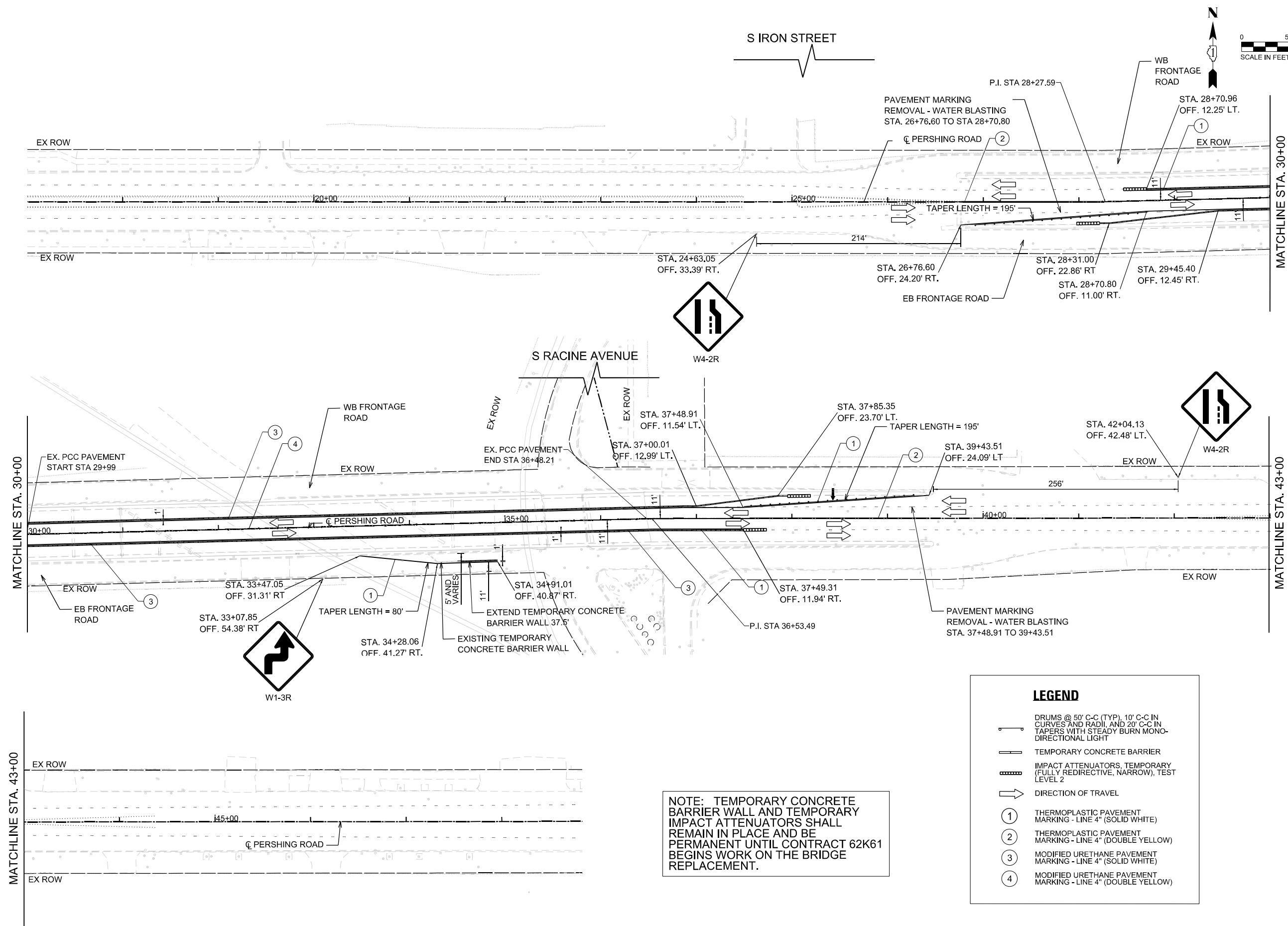
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DRAWN AL		REVISOR	REVISED -
PLOT SCALE =	CHECKED KP	REVISOR	REVISED -
PLOT DATE =	DATE 4/17/2026	REVISOR	REVISED -

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				

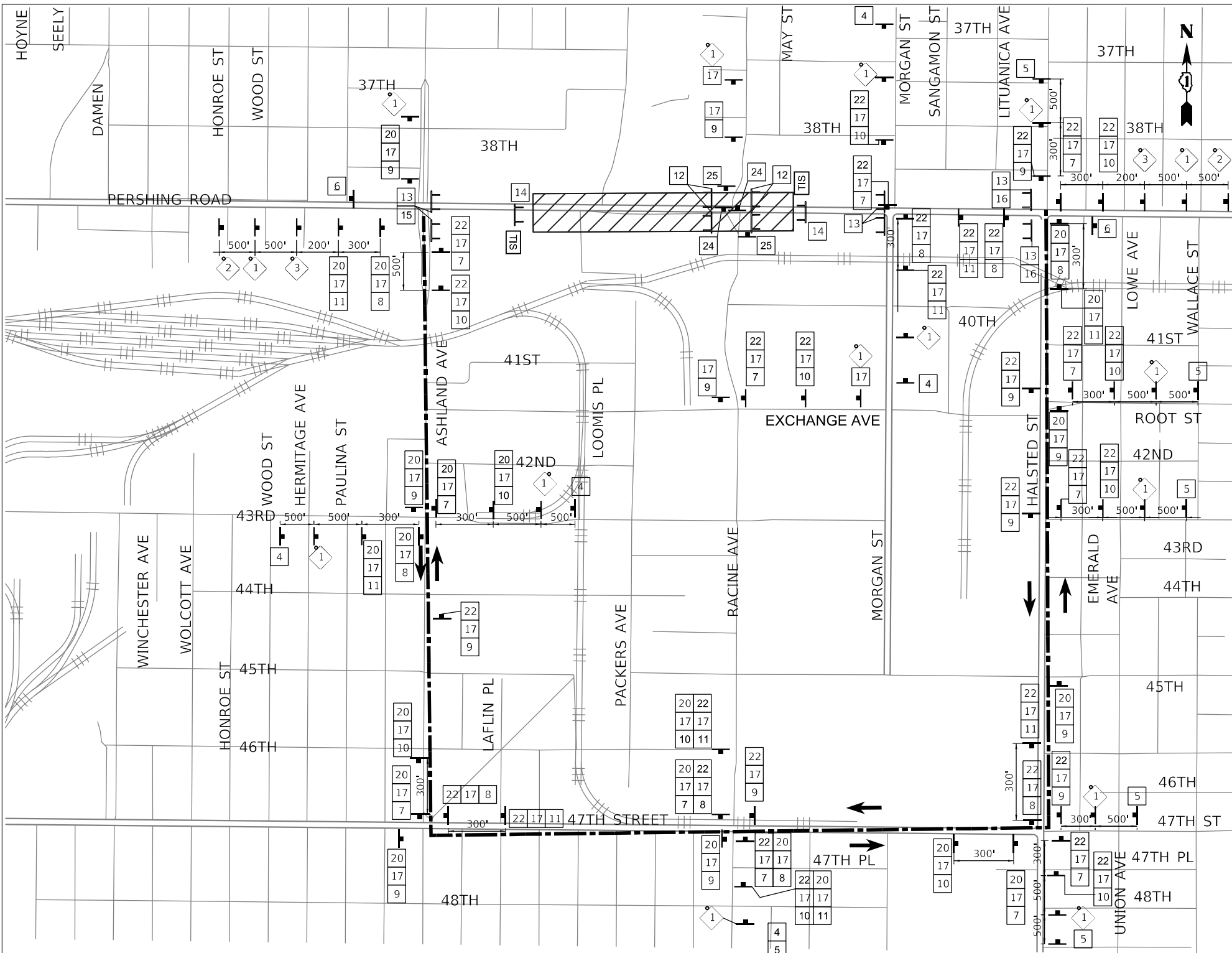


NOTE: TEMPORARY CONCRETE BARRIER WALL AND TEMPORARY IMPACT ATTENUATORS SHALL REMAIN IN PLACE AND BE PERMANENT UNTIL CONTRACT 62K61 BEGINS WORK ON THE BRIDGE REPLACEMENT.

**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)





**SCHEDULE OF DETOUR SIGNS**

SIGN NO.	SIGN	MUTCD CODE-SIZE	SIGN NO.	SIGN	MUTCD CODE-SIZE
1		W20-2(O)-36	13		R11-3B(O)-6030
2		W20-3(O)-36	14		R11-2-4830 (MODIFIED)
3		W20-3(O)-36	15		M4-10R(O)-4818
4		R11-(O)-6036 (CUSTOM SIGN)	16		M4-10L(O)-4818
5		R11-(O)-6036 (CUSTOM SIGN)	17		SPECIAL 24"x18" 6" BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND
6		M4-8A(O)-2418	18	NO SIGN	
7		M4-9L(O)-3024	19		M3-1(O)-2412
8		M4-9R(O)-3024	20		M3-2(O)-2412
9		M4-9U(O)-3024	21		M3-3(O)-2412
10		M4-9AL(O)-3024	22		M3-4(O)-2412
11		M4-9AR(O)-3024	23		R11-3B(O)-6030
12		R11-2-4830	24		R3-2-3636
			25		R3-1-3636

**LEGEND**

- PERSHING ROAD BRIDGE CONSTRUCTION WORK ZONE
- SIGN POST
- TYPE III BARRICADE WITH TYPE A FLASHER
- DETOUR SIGN ASSEMBLY (SEE SCHEDULE OF DETOUR SIGNS)
- W20 SERIES SIGN WITH MONODIRECTIONAL FLASHING LIGHT (SEE SCHEDULE OF DETOUR SIGNS)
- DETOUR ROUTE TRAFFIC FLOW
- DETOUR ROUTE
- TEMPORARY INFORMATION SIGN

**NOTES**

- SIGNS 4 & 5 SHALL HAVE A SPECIAL ROAD NAME SAME WITH MINIMUM 6" BLACK UPPERCASE LETTERS ON ORANGE REFLECTIVE BACKGROUND.
- SIGN 17 SHALL HAVE A SPECIAL SIGN WITH MINIMUM 6" BLACK UPPERCASE LETTERS ON ORANGE REFLECTIVE BACKGROUND.
- INSTALL ALL CHANGEABLE MESSAGE SIGNS, INFORMING THE PUBLIC OF THE DETOUR, AT LEAST TWO WEEKS PRIOR TO THE ROADWAY CLOSURE.
- THE DURATION OF THIS DETOUR IS ESTIMATED TO BE THREE (3) WEEKS AND IS SUBJECT TO THE PROJECT CONSTRUCTION SCHEDULE.



USER NAME =	BillgraS	DESIGNED -	DW	REVISED -	
		DRAWN -	AB	REVISED -	
PLOT SCALE =		CHECKED -	SB	REVISED -	
PLOT DATE =	4/24/2026	DATE -	04/21/2026	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL  
DETOUR PLAN - PERSHING ROAD**

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

SHEET NO. 2 OF 2 SHEETS

**STAGE 1 - DETOUR**

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 Ø 2 & Ø 6
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(LPI)								
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(LPI)								
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(LPI)								
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:  
 TRAFFIC ENGINEER

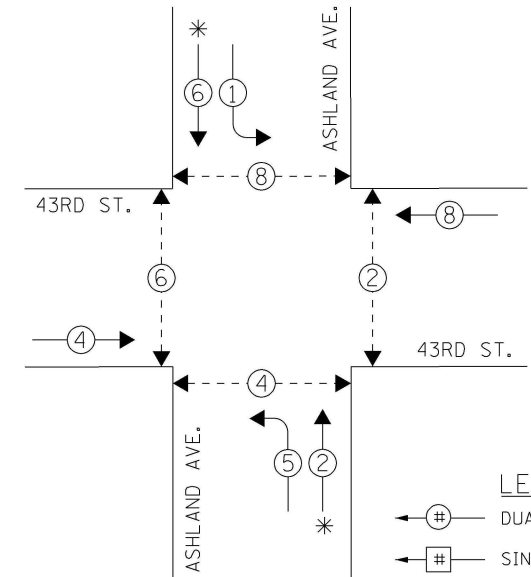
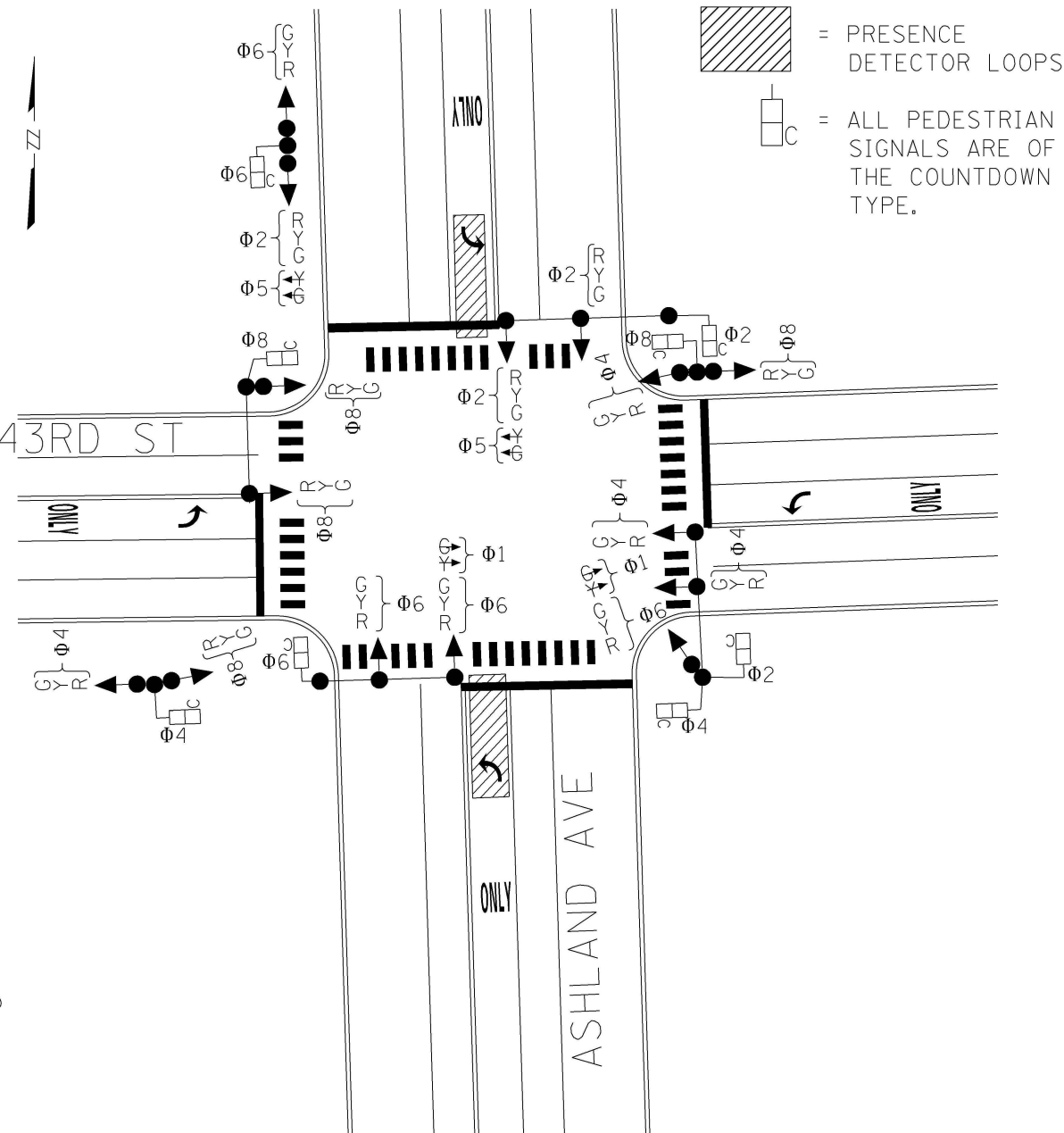
REVIEWED BY:  
 TRAFFIC ENGINEER

NAME: S. MISZTAL  
 APPROVED BY:  
 TRAFFIC ENGINEER

NAME: D. BRAZELTON  
 DATE: 1-24-2024  
 SHEET: 1 OF 1

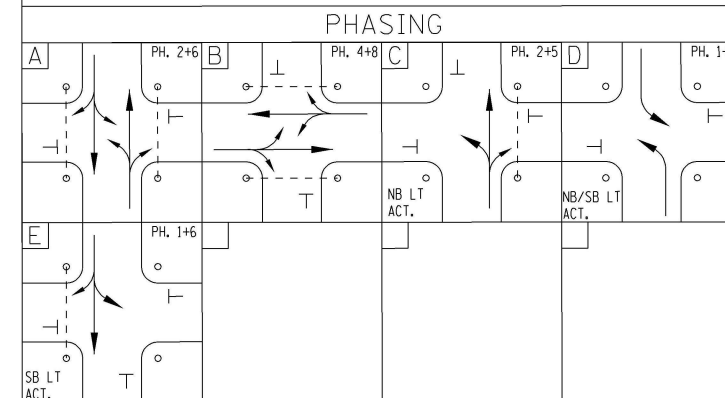
DATE:  
 TRAFFIC ENGINEER

SENT:  
 INSTALLED:



LEGEND

- ⊕ # DUAL ENTRY PHASE
- ⊠ # SINGLE ENTRY PHASE
- ◊ OL OVERLAP
- ⊕ # PEDESTRIAN PHASE
- # NUMBER REFERS TO ASSOCIATED PHASE
- \* COORDINATED PHASE



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DEO Drwg No: 12696

## S. ASHLAND AVE & W. 43RD ST

<b>DBS</b> DB STERLIN CONSULTANTS INC	USER NAME =	DESIGNED	REVISED -
		DRAWN	REVISED -
	PLOT SCALE =	CHECKED	REVISED -
	PLOT DATE =	DATE	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

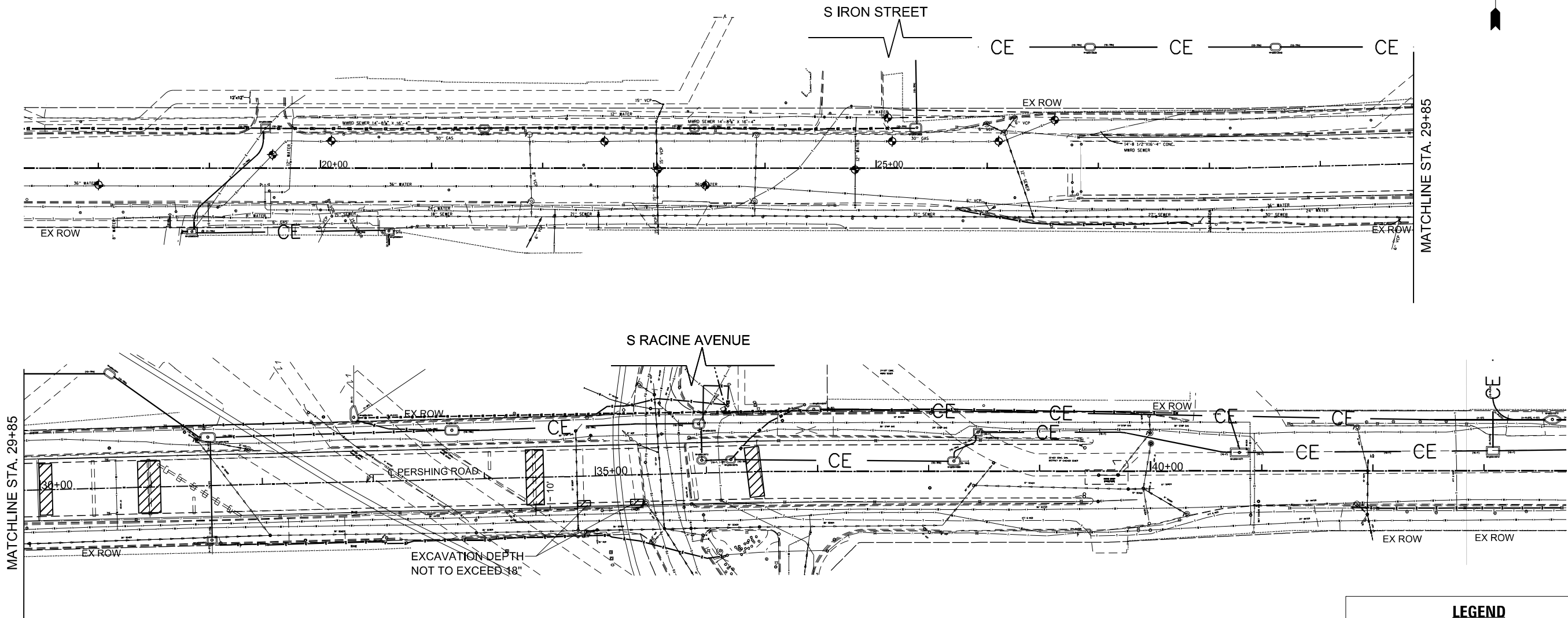
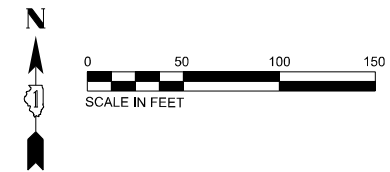
DETOUR TRAFFIC SIGNAL TIMING  
 S. ASHLAND AVE. AT W. 43RD ST.

SHEET NO. 1 OF 2 SHEETS

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

ILLINOIS FED. AID PROJECT





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.

MODEL: Default  
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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




**Accurate**  
GROUP, INC.




**T2ue**  
a kiwa company

**LEGEND**

AERIAL	— A — A — A — A	◆ TEST HOLE AGI
CABLE TV	— CTV — CTV — CTV — CTV	
ELECTRIC	— E — E — E — E	
FIBER OPTIC	— FO — FO — FO — FO	◆ TEST HOLE T2UE
GAS	— G — G — G — G	
TELEPHONE	— T — T — T — T	
WATER	— W — W — W — W	
COMBINED SEWER	—>>>> CS —>>>> CS —>>>> CS —>>>> CS	
OIL PIPELINE	— O — O — O — O	
QUALITY LEVEL D	— D — D — D — D	
UNKNOWN	— UNK — UNK — UNK — UNK	



**KENNETH F. SLANINKA, Jr.**  
062-055488  
STATE OF ILLINOIS  
LICENSED PROFESSIONAL ENGINEER



**AHMED B. Ee**  
062-072823  
STATE OF ILLINOIS  
LICENSED PROFESSIONAL ENGINEER

## COVER SHEET

**UTILITY OWNERS**

AT&T /DISTRIBUTION  
G11629@ATT.COM

COMCAST  
ATTN: MARTHA GIERAS  
MARTHAGIERAS@CABLE.COMCAST.COM  
224-229-5862

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  
708-588-4090

NATURAL GAS/KINDER MORGAN  
ATTN: ALEXANDER HENNING  
PMCENTRALCROACEMENTS@KINDERMORGAN.COM

NICOR GAS  
ATTN: CHARLES PARROTT  
CPARROTT@SOUTHERNCO.COM  
630-388-2362

**ABBREVIATIONS**

(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

(DATFI) DEPICTED ACCORDING TO FIELD INSPECTION

(FO) 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" (QL-B) UNLESS OTHERWISE NOTED. QL-B INFORMATION IS OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO IDENTIFY THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QL-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 LABELED "QL-C" OR "QL-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 LABELED AS UTILITY QUALITY LEVEL A (QLA) IN ACCORDANCE WITH ASCC 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.

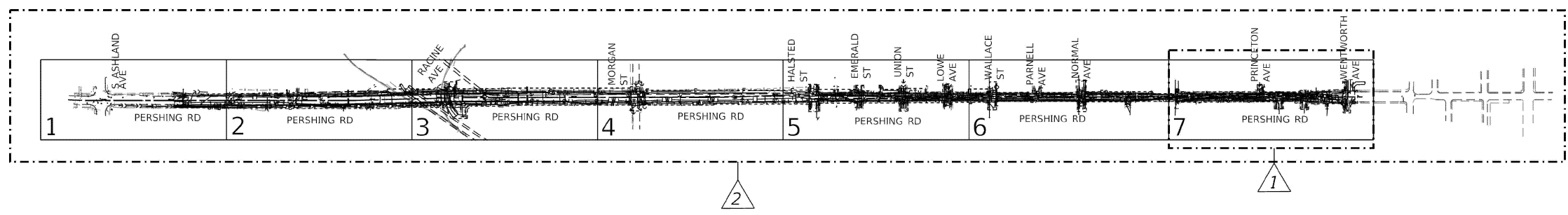
THE SANITARY AND STORM SEWER SIZES AND MATERIAL ALONG WITH STRUCTURE TYPE ARE FROM UTILITY RECORDS OR BEST EFFORT TO SEE OR MEASURE IN THE FIELD WITHOUT ENTERING THE STRUCTURE. SANITARY AND STORM LINES ARE DEPICTED AS QL-C, UNLESS OTHERWISE INDICATED. THE PIPES WERE NOT RODDED BETWEEN STRUCTURES AND 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 = akolby	DESIGNATED - MA / AA	REVISED - AB - 03/26/2024	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SUBSURFACE UTILITY ENGINEERING STUDY</b> <b>PERSHING RD. FROM ASHLAND AVE. TO WENTWORTH AVE.</b>	F.A. RTE.	SECTION	COUNTY	COVER SHEET
	DRAFTED - MA / KLC	REVISED - AB/KFS - 02/28/2025							
	CHECKED - AB / KFS	REVISED -							
	PLOT DATE = 3/3/2025	DATE - 02/27/2023	REVISED -			SCALE: 1"=50'	SHEET 1 OF 7 SHEETS	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. 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**

0 50 100 150  
SCALE IN FEET

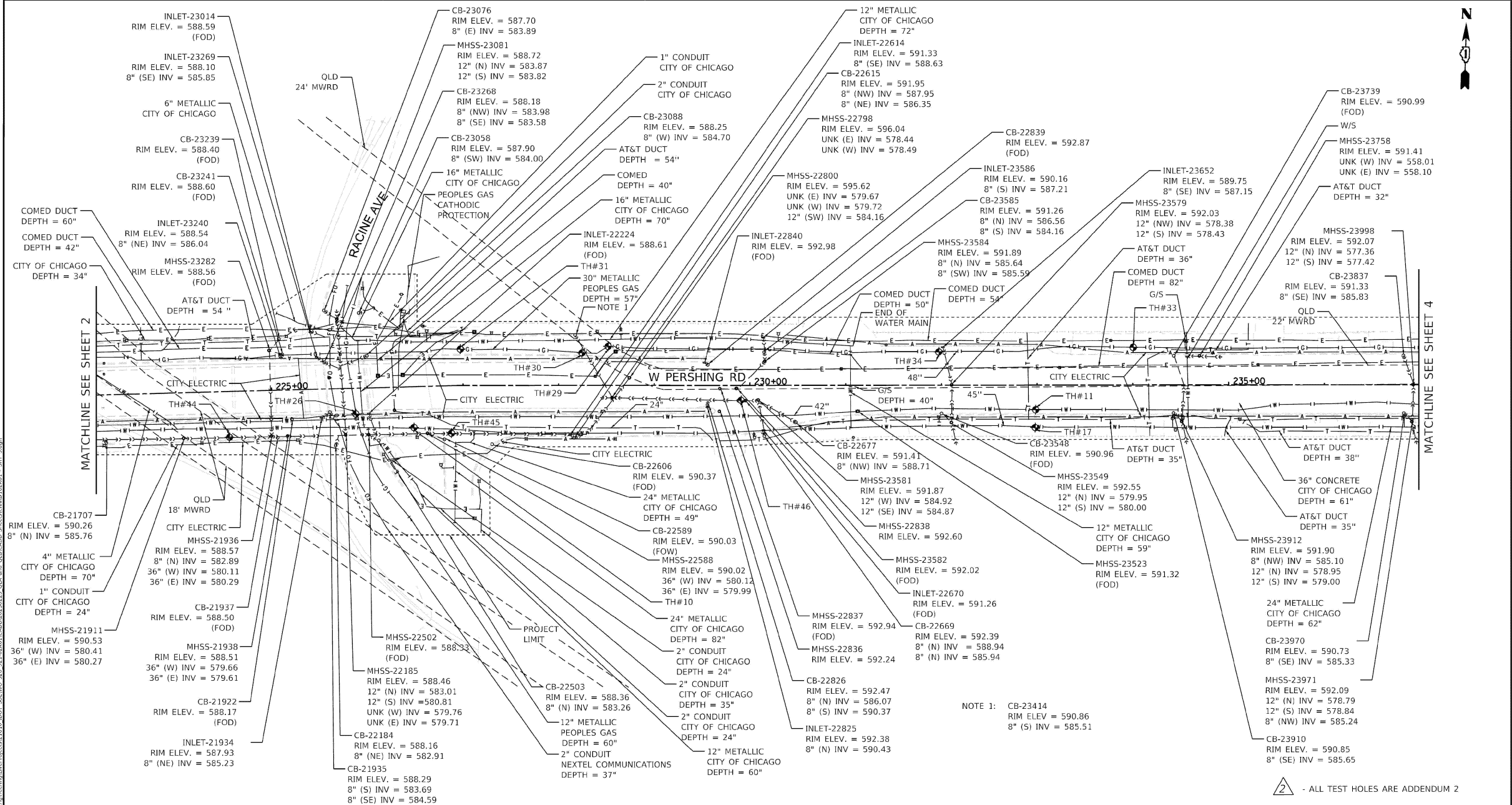
**LEGEND**

- AERIAL ——— A ——— A ——— A ——— A
- CABLE TV — 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 ———>——>——>——>——>——>
- OIL PIPELINE ——— O ——— O ——— O ——— O
- QUALITY LEVEL D ——— Q ——— Q ——— Q ——— Q
- UNKNOWN — UNK — UNK — UNK — UNK

**KEY MAP**

1. AHMED B. EL, 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. EL, PE  
PROJECT ENGINEER, ACCURATE GROUP, INC.



	USER NAME = akoller DESIGNATED - MA DRAFTED - MA CHECKED - AB PLOT DATE = 3/3/2025	DESIGNED - MA DRAWN - MA CHECKED - AB DATE - 02/27/2023	REVISED - AB - 02/28/2025 REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUBSURFACE UTILITY ENGINEERING STUDY PERSHING RD. FROM ASHLAND AVE. TO WENTWORTH AVE.</b>
				SCALE: 1"=50'    SHEET 3 OF 7 SHEETS	CONTRACT: 62K61    ILLINOIS

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUBSURFACE UTILITY ENGINEERING STUDY  
PERSHING ROAD**

SHEET NO. 3 OF 6 SHEETS

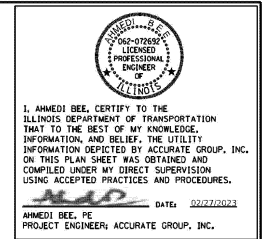
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	12
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

# FOR REFERENCE ONLY



## TEST HOLE MATRIX

(Q-L-A) UTILITY QUALITY LEVEL "A": VISUALLY VERIFIED TEST HOLE  
 (Q-L-B) UTILITY QUALITY LEVEL "B": DESIGNATING  
 (Q-L-C) UTILITY QUALITY LEVEL "C": RESEARCH WITH SURVEY  
 (Q-L-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	Q-L-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	Q-L-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	Q-L-A	
4	255+49	9/27/2024	BURIED TELEPHONE	12X12	DUCT	⌋	—	10.4' LEFT OF BACK OF CURB	10028	1878997.134	1171850.087	591.86'	2.66'	589.20'	ASPHALT	4" ASPHALT, 12" CONCRETE	Q-L-A	EXPOSED SOUTH EDGE OF BT DUCT TEST HOLE WAS REQUESTED ON MCL 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	Q-L-A	EXPOSED SOUTH EDGE OF BT DUCT TEST HOLE WAS REQUESTED ON MCL 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	Q-L-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	Q-L-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	Q-L-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	Q-L-A	
10	226+48	10/4/2024	WATER MAIN	24	METALLIC	⌋	—	9.7' LEFT OF BACK OF CURB	10013	1878893.420	1168953.822	589.36'	3.92'	585.44'	ASPHALT	4" ASPHALT, 12" CONCRETE	Q-L-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	Q-L-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	Q-L-A	
13	250+35	10/8/2024	WATER MAIN	36	CONCRETE	⌋	—	21.3' LEFT OF BACK OF CURB	10026	1878988.669	1171338.5	591.28'	3.82'	587.46'	ASPHALT	8" ASPHALT, 8" CONCRETE	Q-L-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	Q-L-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	Q-L-A	
16	214+95	10/9/2024	WATER MAIN	12	METALLIC	⌋	—	31.8' RIGHT OF BACK OF CURB	10007	1878885.948	1167801.448	592.58'	5.66'	586.92'	ASPHALT	6" ASPHALT, 12" CONCRETE	Q-L-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	Q-L-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	Q-L-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	Q-L-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	Q-L-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	Q-L-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	Q-L-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	Q-L-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	Q-L-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	Q-L-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	Q-L-A	
27	238+08	10/16/2024	GAS MAIN/PIPELINE	36	METALLIC	⌋	—	3.2' RIGHT OF EDGE OF PAYMEN	10023	1878996.900	1170200.004	591.26'	4.50'	586.76'	ASPHALT	4" ASPHALT, 12" CONCRETE	Q-L-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	Q-L-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	Q-L-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	Q-L-A	
31	226+99	10/17/2024	GAS MAIN/PIPELINE	30	METALLIC	⌋	—	14.7' RIGHT OF BACK OF CURB	10014	1878976.238	1169000.064	590.46'	4.16'	586.30'	ASPHALT	2" ASPHALT, 10" CONCRETE	Q-L-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	Q-L-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	Q-L-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	Q-L-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	Q-L-A	
36	254+09	10/21/2024	GAS MAIN/PIPELINE	6	METALLIC	⌋	—	5.6' LEFT OF BACK OF CURB	10036	1878988.807	1171710.7	591.94'	3.44'	588.50'	ASPHALT	4" ASPHALT, 12" CONCRETE	Q-L-A	























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

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


# FOR REFERENCE ONLY

		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
TEST HOLE MATRIX		 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. PROJECT ENGINEER, ACCURATE GROUP, INC.

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	1171863.262	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	1879011.77'	1172647.98'	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	10/26/2024	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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		DRAFTED - MA	REVISED -					COOK	2	2
	PLOT DATE = 3/3/2025	CHECKED - AB	REVISED -				CONTRACT: 62K61	ILLINOIS		



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. 5 OF 6 SHEETS

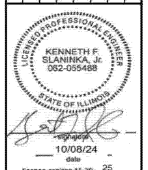
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	14
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

# FOR REFERENCE ONLY

Test Hole Number	Approximate Station	Date	Type of Utility	Utility Size (OD) (Inches)	Material of Utility	Cross Section	Utility Direction	Approximate Offset	Survey Point ID Number	Northing	Easting	Existing Ground Elevation	Top of Utility Field Depth (Feet)	Elevation (Top of Utility)	Surface Type	Surface Thickness (Inches)	Quality Level	Notes
CE-01	272+08	09-12-24	Electric	See Note	Concrete	NORTH EDGE DUCT	←	4' Right of Back of Curb	1006	1879077.76	1173509.38	592.01'	3.65'	588.36'	Asphalt	4"	QL A	Vacuumed and exposed the north edge of the ComEd Electric Concrete Duct. However, we were unable to uncover the other edge of the concrete duct due to the large size. For safety, we did not expose the concrete duct fully in order to avoid a possible sink hole within the roadway. Size of the concrete duct is unknown.
CE-02	273+72	09-13-24	Electric	30"	Concrete	□	←	2.3' Right of Back of Curb	1001	1879081.81	1173673.33	592.26'	3.80'	588.46'	Asphalt	4"	QL A	Vacuumed and found both edges of the ComEd Electric Concrete Duct. ComEd Duct Size 30".
CE-03	285+82	09-20-24	Electric	See Note	Concrete	SOUTH EDGE DUCT	←	13.2' Left of Back of Curb	1057	1879077.65	1174882.97	594.10'	2.07'	592.03'	Asphalt	4"	QL A	Vacuumed and exposed the south edge of the ComEd Electric Concrete Duct. Size of the concrete duct is unknown.
CE-04	282+94	09-23-24	Electric	See Note	Concrete	NORTH EDGE DUCT	←	3.2' Right of Back of Curb	1094	1879106.59	1174594.81	592.96'	4.76'	588.20'	Asphalt	4"	QL A	Vacuumed and exposed the north edge of the ComEd Electric Concrete Duct. Size of concrete duct is unknown.
CE-05	290+35	09-25-24	Electric	See Note	Concrete	NORTH EDGE DUCT	←	25.7' Left of Back of Curb	1072	1879090.49	1175336.20	594.86'	2.42'	592.44'	Asphalt	4"	QL A	Vacuumed and exposed the north edge of the ComEd Electric Concrete Duct only. Due to the size of the duct, we didn't open the test hole any larger to prevent pavement collapsing in this location.
MCI-01	281+39	09-18-24	Fiber Optic	See Note	Concrete	NORTH EDGE DUCT	←	15.9' Left of Back of Curb	1028	1879069.28	1174440.13	593.30'	2.73'	590.57'	Asphalt	4"	QL A	Vacuumed and was able to expose the north edge of the MCI Fiber Optic Concrete Duct. Unable to expose both sides due to duct being in the middle of two lanes of heavy traffic. Size of concrete duct is unknown.
MCI-02	283+98	09-19-24	Fiber Optic	See Note	Concrete	NORTH EDGE DUCT	←	16.1' Left of Back of Curb	1046	1879075.99	1174699.32	593.80'	2.59'	591.21'	Asphalt	4"	QL A	Vacuumed and exposed the north edge of the MCI Fiber Optic Concrete Duct. We were able to expose the north edge of the concrete duct only due to the existing backfill below the pavement starting to give way and we had stopped for safety to avoid cave in/sink hole in this area. Unable to determine the size of the concrete duct.
MCI-03	285+20	09-19-24	Fiber Optic	See Note	Concrete	NORTH EDGE DUCT	←	15.8' Left of Back of Curb	1052	1879078.87	1174821.43	593.92'	2.29'	591.63'	Asphalt	4"	QL A	Vacuumed and exposed the north edge of the MCI Fiber Optic Concrete Duct. We were able to expose the north edge of the concrete duct only due to location of duct within the traffic lanes and the existing backfill below the pavement starting to give way and we had stopped for safety to avoid cave in/sink hole in this area. Unable to determine the size of the concrete duct.
PGL-01	266+76	09-10-24	Gas Main/Pipeline	6"	Metallic (Iron, Steel, Coated)	⌒	←	5.1' Left of Back of Curb	1107	1879022.04	1172978.16	592.30'	4.03'	588.27'	Asphalt	4"	QL A	Vacuumed and Exposed 6" Metallic PGL Gas Main.
PGL-02	269+06	09-10-24	Gas Main/Pipeline	6"	Metallic (Iron, Steel, Coated)	⌒	←	5.5' Left of Back of Curb	1017	1879027.72	1173207.84	592.25'	3.45'	588.80'	Asphalt	4"	QL A	Vacuumed and exposed the 6" Metallic PGL Pipe.
PGL-03	271+00	09-11-24	Gas Main/Pipeline	6"	Metallic (Iron, Steel, Coated)	⌒	←	0.0' Left of Back of Curb	1023	1879033.14	1173402.01	592.25'	3.99'	588.26'	Asphalt	4"	QL A	Vacuumed and exposed 6" Metallic PGL pipe.
PGL-04	281+62	09-13-24	Gas Main/Pipeline	See Note	See Note	See Note	See Note	5.1' Left of Back of Curb	1036	1879059.11	1174463.74	592.97'	See Note	See Note	Asphalt	4"	QL B	T2 attempted to expose the gas main at this location. However, due to safety reason vacuumed and stopped at the depth of 3' as existing backfill below the pavement started to give way. We had stopped to avoid cave in/sinkhole within the roadway. We had backfilled and patched the location. We had sent video from the field of the test hole location for IDOT's review. We had performed another test hole in another location. See PGL-04B information.
PGL-04B	281+62	09-18-24	Gas Main/Pipeline	8"	Metallic (Iron, Steel, Coated)	⌒	←	6.2' Left of Back of Curb	1035	1879060.40	1174463.75	592.99'	3.54'	589.45'	Asphalt	5"	QL A	Vacuumed and exposed 8" Metallic PGL Gas Main.
PGL-05	283+79	09-16-24	Gas Main/Pipeline	8"	Metallic (Iron, Steel, Coated)	⌒	←	2.5' Left of Back of Curb	1042	1879061.98	1174680.12	593.01'	3.57'	589.44'	Asphalt	4"	QL A	Vacuumed and exposed 8" Metallic PGL Gas Main.
PGL-06	287+99	09-16-24	Gas Main/Pipeline	8"	Metallic (Iron, Steel, Coated)	⌒	←	2.9' Left of Back of Curb	1061	1879072.80	1175100.56	594.05'	3.80'	590.25'	Asphalt	4"	QL A	Vacuumed and exposed 8" Metallic PGL Gas Main.
PGL-07	289+17	09-17-24	Gas Main/Pipeline	8"	Metallic (Iron, Steel, Coated)	⌒	←	2.9' Left of Back of Curb	1067	1879075.85	1175218.00	594.11'	3.46'	590.65'	Asphalt	4"	QL A	Vacuum and exposed 8" Metallic PGL Gas Main.
PGL-08	290+07	09-17-24	Gas Main/Pipeline	8"	Metallic (Iron, Steel, Coated)	⌒	←	6.1' Left of Back of Curb	1076	1879070.87	1175308.17	594.49'	3.37'	591.12'	Asphalt	4"	QL A	Vacuumed and exposed 8" Metallic PGL Gas Main.
PGL-09	290+85	09-20-24	Gas Main/Pipeline	8"	Metallic (Iron, Steel, Coated)	⌒	←	6.8' Left of Back of Curb	1081	1879072.42	1175386.62	594.56'	3.56'	591.00'	Asphalt	4"	QL A	Vacuumed and exposed 8" Metallic PGL Gas Main.
SAN-01	275+63	09-30-24	Sanitary Sewer	See Note	Concrete	⌒	←	20.1' Right of Back of Curb	1103	1879068.79	1173863.78	592.90'	10.41'	582.49'	Asphalt	4"	QL B	Vacuumed and was able to probe and tap the Combined Sewer. We were not able to fully expose the Concrete Combined Sewer as there appears to be a wooden railroad tie within the area of the Combined Sewer Test Hole. We were not able to determine any pipe sizes since the railroad tie was blocking and limiting access to the sewer. We did not attempt to move the railroad tie as we were not sure what else this maybe protecting and for safety avoiding a potential sinkhole in this area.
WM-01	271+57	09-12-24	Water main	See Note	Metallic (Iron, Steel, Coated)	See Note	←	7.9' Right of Back of Curb	1012	1879072.64	1173458.15	592.25'	8.38'	583.87'	Asphalt	4"	QL B	Vacuumed and could not expose the City of Chicago Water Main in order to determine the material type and size due to large rocks and old bricks on top of the water main. We were able to probe and tap the water. Utility Records indicate 12" Water Main.
WM-02	282+00	09-23-24	Water main	See Note	Metallic (Iron, Steel, Coated)	⌒	←	6.5' Right of Back of Curb	1099	1879097.74	1174500.45	593.01'	5.49'	587.52'	Asphalt	4"	QL B	Vacuumed and was unable to uncover the City of Chicago Water Main, however, was able to probe in several locations. Unable to determine the size of the water main. Records indicate 12" Metallic Water Main.
WM-03	291+66	09-25-24	Water main	12"	Metallic (Iron, Steel, Coated)	⌒	↑	26.2' Left of Back of Curb	1084	1879098.71	1175466.78	595.14'	5.08'	590.06'	Asphalt	4"	QL A	Vacuumed and exposed 12" City of Chicago Metallic Water Main.
WM-04	286+82	09-26-24	Water main	12"	Metallic (Iron, Steel, Coated)	⌒	←	5.6' Right of Back of Curb	1090	1879110.65	1174982.36	593.65'	4.53'	589.12'	Asphalt	4"	QL A	Vacuum and exposed 12" Metallic City of Chicago Water Main.

Client: **Vec. Truck/Trailer No.:** SUE Crew: AA, AB, AW, ZS  
**City / County:** SUE TH - Pershing Rd. to Wentworth  
**Prepared By:** SWI **Date:** 10/08/24  
**Checked By:** NKS **Date:** 10/08/24

Revisions:



**GT2 utility engineers**  
 a harsco company  
 422 South Vermont St  
 Peotone, Illinois 60667  
 PH 224-227-3108 - FAX

T2 UTILITY ENGINEERS No. - IL05300104  
**S.U.E.: TEST HOLE DATA**  
 SUE TH - Pershing Rd. to Wentworth

SHEET NO. 1 OF 1

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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. 6 OF 6 SHEETS

F.A.P. RTE. 391	SECTION (1616-VB-WPGM) BR25	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 15
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

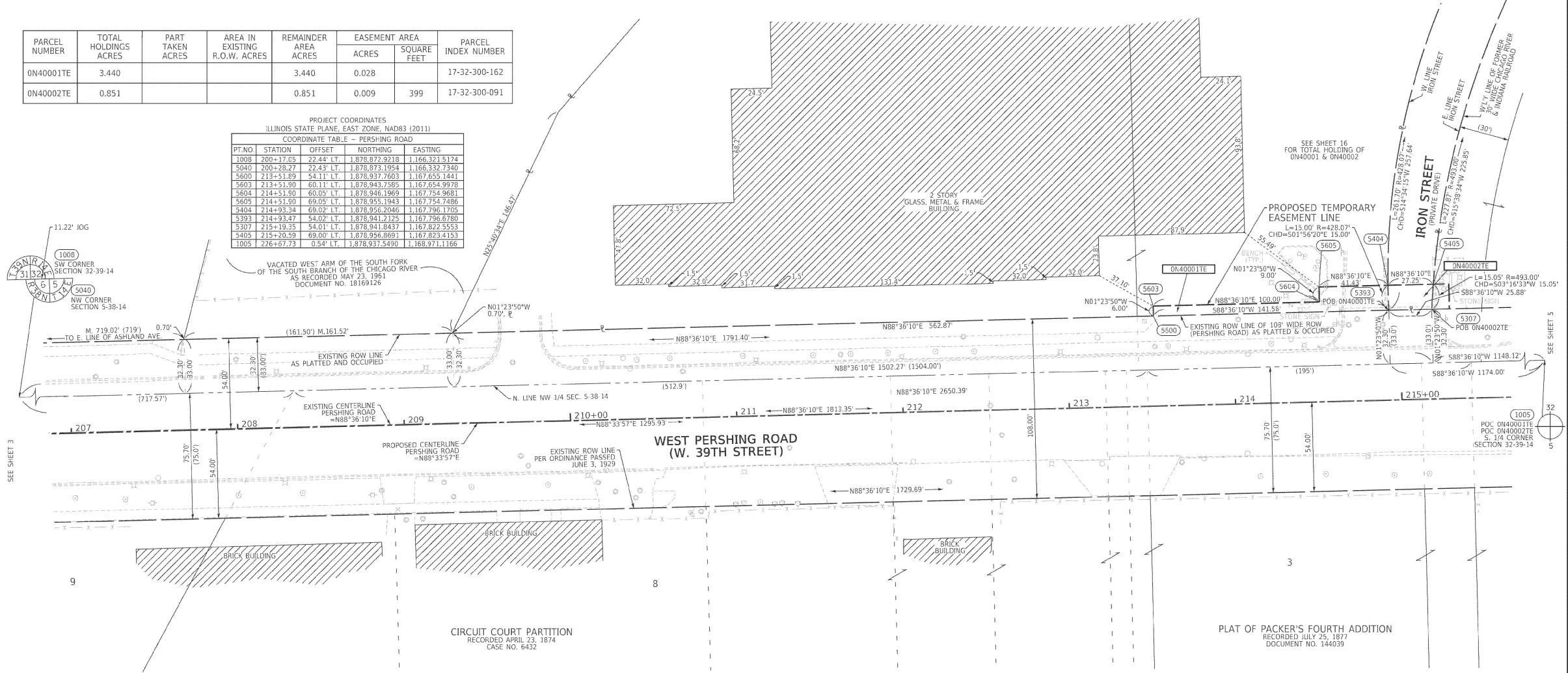
# FOR REFERENCE ONLY

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+17.65	22.44' LT.	1,878,873.9218	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	1,167,653.1441
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  
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 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-ME1768 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 )SS

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 RETRACED, 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:

**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+20.59 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

APPROVED  
By Miguel Contreras on 7-59 am, Jul 26, 2023

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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

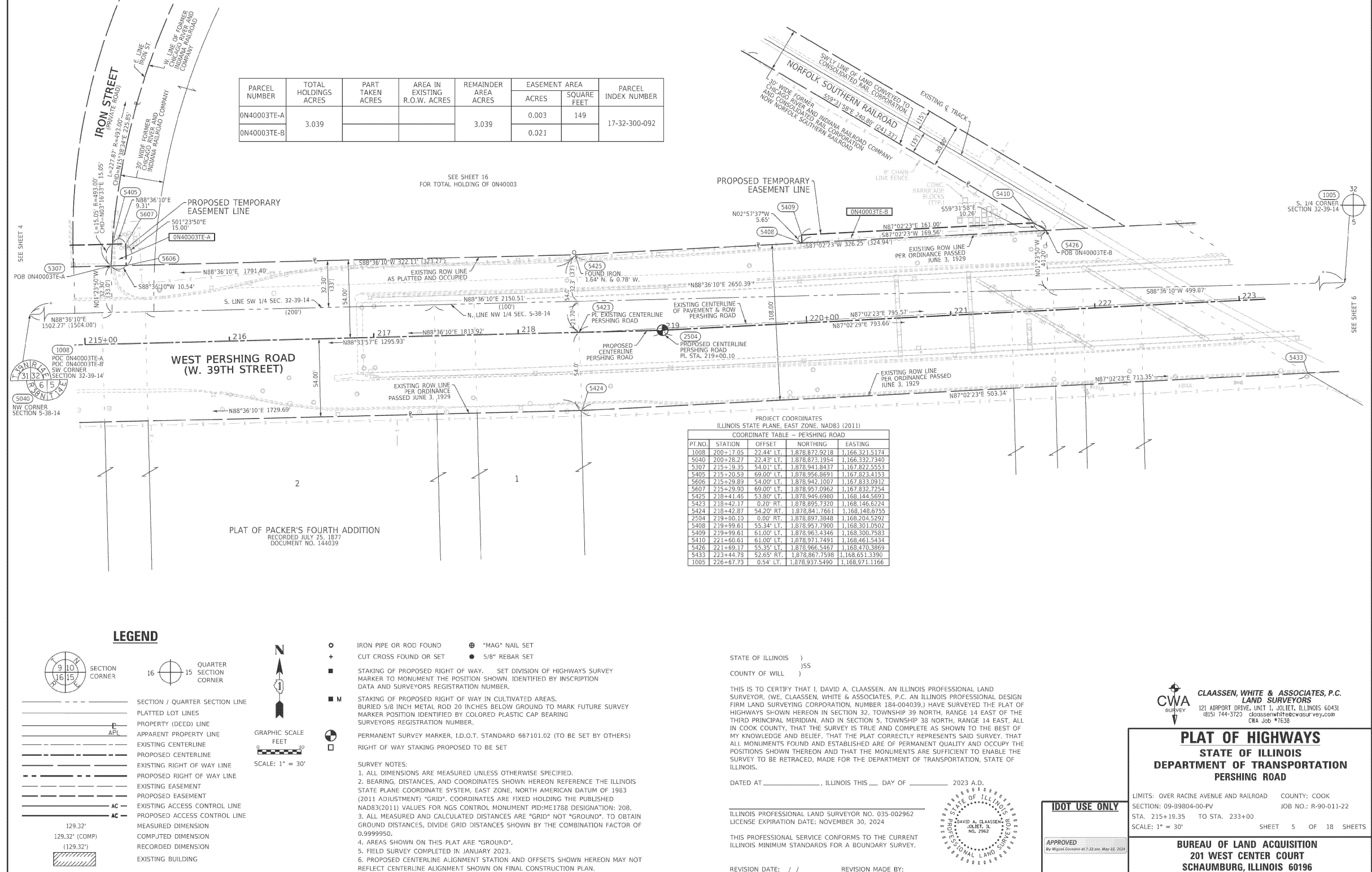
PLAT OF HIGHWAYS  
PERSHING ROAD  
SHEET NO. 1 OF 6 SHEETS

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	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		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)  
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
5307	215+19.25	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
5606	215+29.89	54.00' LT.	1,878,942.1007	1,167,833.0912
5607	215+29.90	69.00' LT.	1,878,957.0962	1,167,832.7254
5425	218+41.46	53.80' LT.	1,878,945.6980	1,168,144.5693
5423	218+42.17	0.20' RT.	1,878,935.7270	1,168,146.9244
5424	218+42.87	54.20' RT.	1,878,941.7661	1,168,148.6755
2504	219+00.10	0.00' RT.	1,878,897.3848	1,168,204.5292
5408	219+99.61	55.34' LT.	1,878,957.7900	1,168,301.0502
5409	219+99.61	61.00' LT.	1,878,963.4346	1,168,300.7583
5410	221+60.61	61.00' LT.	1,878,973.7491	1,168,461.5434
5426	221+69.17	55.35' LT.	1,878,966.5467	1,168,470.3869
5433	223+44.78	52.65' RT.	1,878,867.7598	1,168,651.3390
1005	226+67.73	0.54' LT.	1,878,937.5490	1,168,971.1166

### 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 PIDME1778 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 )SS

THIS IS TO CERTIFY THAT I, DAVID A. CLAASSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (IWE, 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 RETRACED, 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  
claassenwhitecasurvey.com  
CWA Job #TE36

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
PERSHING ROAD

LIMITS: OVER RACINE AVENUE AND RAILROAD COUNTY: COOK  
SECTION: 09-89804-00-PV JOB NO.: R-90-011-22  
STA. 215+19.35 TO STA. 233+00  
SCALE: 1" = 30' SHEET 5 OF 18 SHEETS

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

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

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+28.77	27.43' LT.	1,878,873.1954	1,166,332.7340
5426	221+69.17	55.35' LT.	1,878,966.5467	1,168,470.3869
5421	222+23.63	55.35' LT.	1,878,969.3591	1,168,524.7224
5612	222+60.53	55.35' LT.	1,878,971.2648	1,168,561.6232
5429	225+02.97	55.36' LT.	1,878,983.7853	1,168,803.7440
5418	225+51.32	55.36' LT.	1,878,986.2824	1,168,852.0314
5432	225+54.80	52.64' RT.	1,878,978.6058	1,168,861.0758
5436	225+85.00	85.36' LT.	1,879,017.0816	1,168,884.1163
5610	226+15.00	55.36' LT.	1,878,989.5710	1,168,915.6255
5608	226+35.00	55.36' LT.	1,878,990.6038	1,168,935.5988
5422	226+37.75	1.36' LT.	1,878,936.8175	1,168,941.1255
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	1,168,971.1186
2526	226+89.32	0.00' RT.	1,878,938.1199	1,168,992.7056
2505	226+93.76	0.00' RT.	1,878,938.3487	1,168,997.1340
1010	227+27.80	89.10' RT.	1,878,850.1673	1,169,033.4916
1011	227+52.78	64.09' RT.	1,878,875.8191	1,169,057.8098
1006	253+09.13	19.19' RT.	1,879,007.3669	1,171,611.3494
1025	253+12.77	19.20' RT.	1,879,007.4592	1,171,614.9741

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
0N40008	0.124	0.066		0.058			17-32-300-158

## LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- 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:  
 1. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.  
 2. 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.  
 3. ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9999950.  
 4. AREAS SHOWN ON THIS PLAT ARE "GROUND".  
 5. FIELD SURVEY COMPLETED IN JANUARY 2023.  
 6. PROPOSED CENTERLINE ALIGNMENT STATION AND OFFSETS SHOWN HEREON MAY NOT REFLECT CENTERLINE ALIGNMENT SHOWN ON FINAL CONSTRUCTION PLAN.

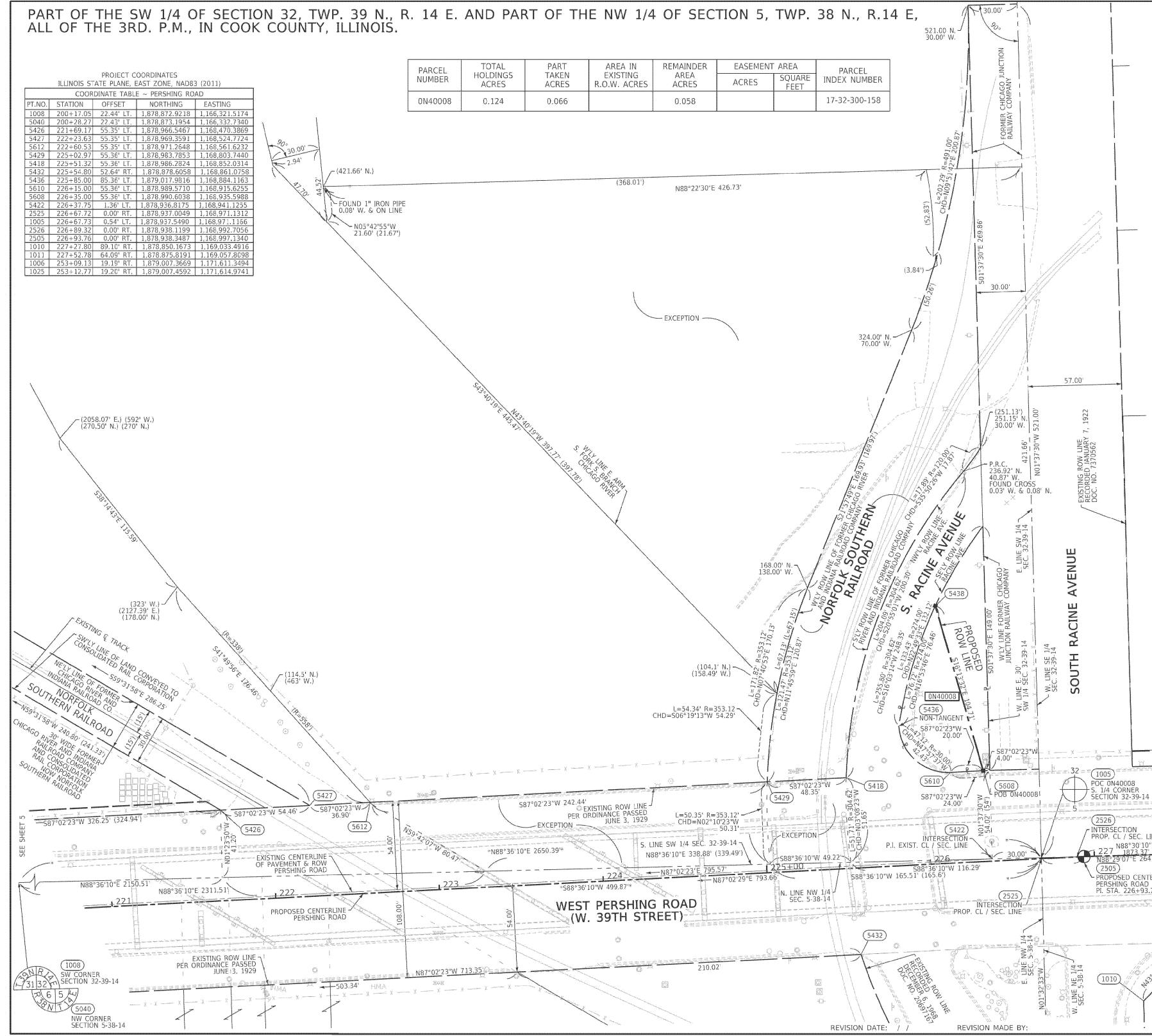
STATE OF ILLINOIS )  
 COUNTY OF WILL )  
 THIS IS TO CERTIFY THAT I, DAVID A. CLAASSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, CLAASSEN, WHITE & ASSOCIATES, P.C. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-004039) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 32, TOWNSHIP 39 NORTH, RANGE 14 EAST, 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 RETRACED, 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.

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**PERSHING ROAD**

LIMITS: OVER RACINE AVENUE AND RAILROAD COUNTY: COOK  
 SECTION: 09-89804-00-PP JOB NO.: R-90-011-22  
 STA. 221+00.00 TO STA. 227+00.00  
 SCALE: 1" = 30' SHEET 6 OF 18 SHEETS

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



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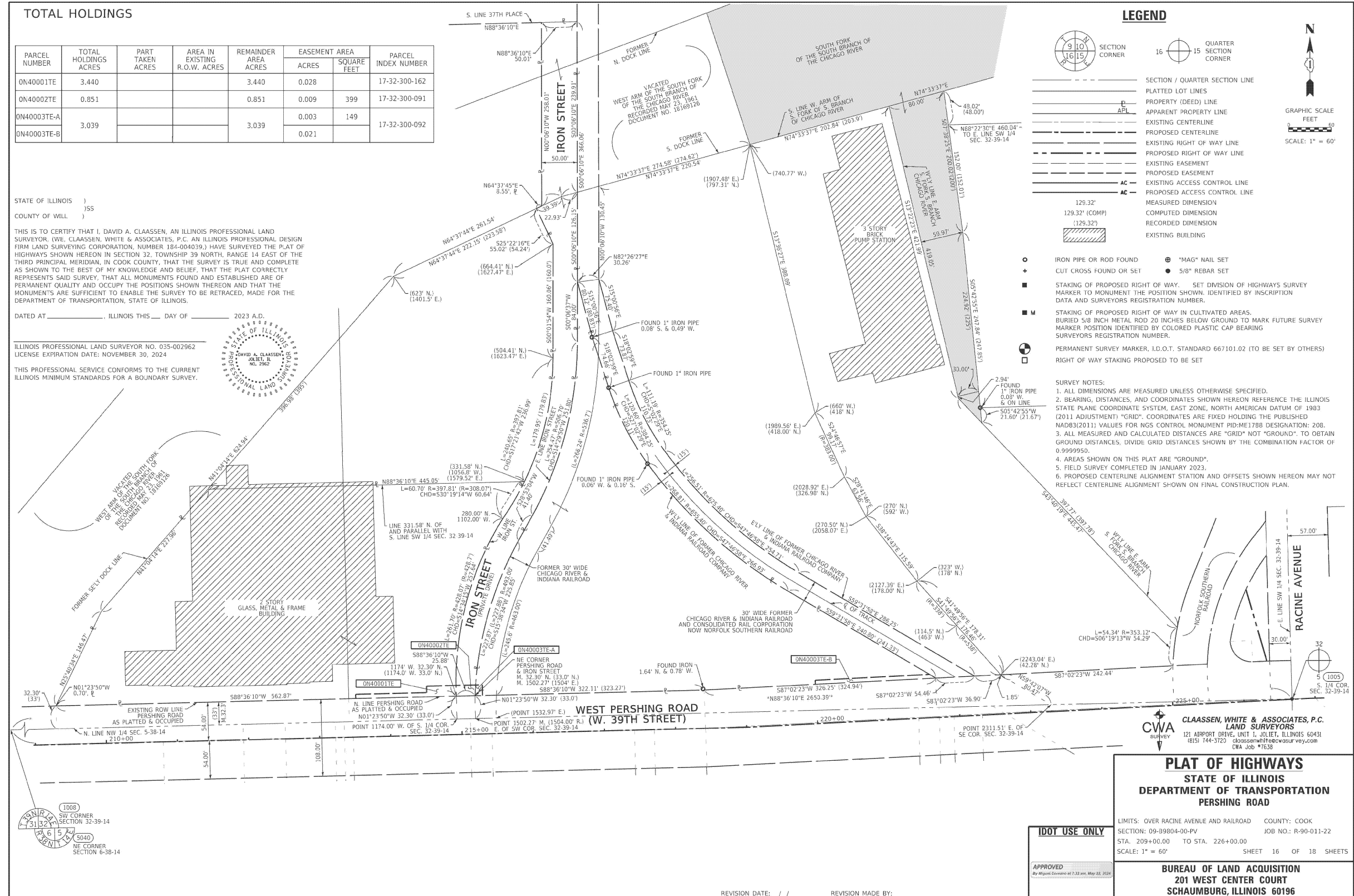
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PLAT OF HIGHWAYS**  
**PERSHING ROAD**  
 SHEET NO. 3 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	18
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				



# FOR REFERENCE ONLY



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	DATE -	REVISED -

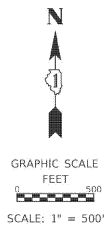
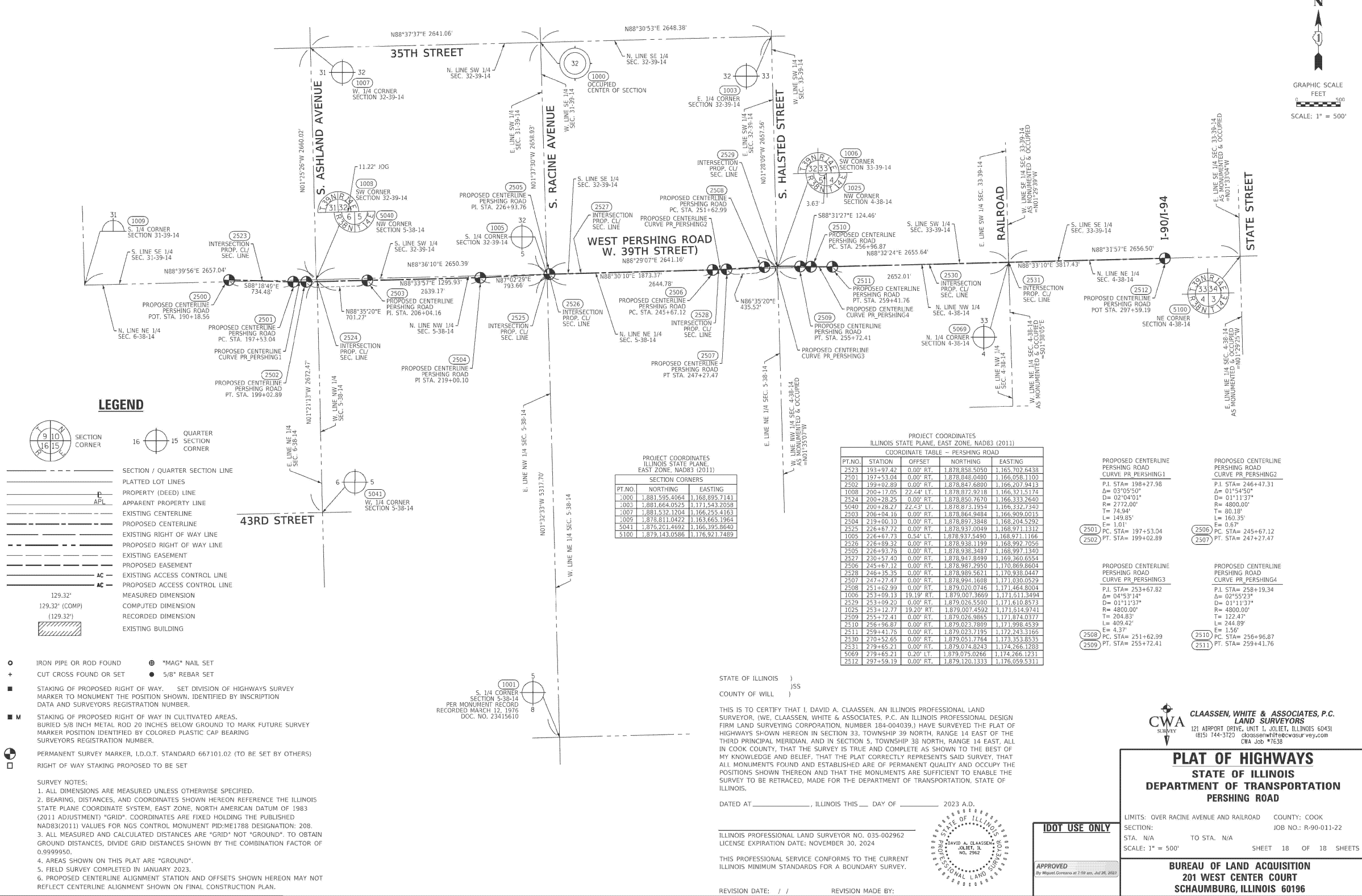
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

F.A.P. RTE. 391	SECTION (1616-VB-WPGM) BR25	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 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

#### SECTION CORNERS

PT. NO.	NORTHING	EASTING
1000	1,881,595.4064	1,168,895.7141
1003	1,881,664.0523	1,171,543.2058
1007	1,881,532.1204	1,166,255.4163
1009	1,878,811.0422	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.	1,878,858.5050	1,165,702.6438
2501	197+53.04	0.00' RT.	1,878,848.0400	1,166,058.1100
2502	199+02.09	0.00' RT.	1,878,841.6800	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.	1,878,864.9484	1,166,909.0013
2504	219+00.10	0.00' RT.	1,878,897.3848	1,168,204.5292
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.	1,878,938.1189	1,168,992.7056
2505	226+93.76	0.00' RT.	1,878,938.3487	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+27.47	0.00' RT.	1,878,991.1808	1,171,020.0529
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	19.20' RT.	1,879,007.4592	1,171,514.9741
2509	255+72.41	0.00' RT.	1,879,026.9885	1,171,874.0377
2510	256+96.87	0.00' RT.	1,879,023.7809	1,171,998.4539
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.	1,879,074.8243	1,174,266.1208
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

<p>PROPOSED CENTERLINE PERSHING ROAD CURVE PR_PERSHING1</p> <p>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</p>	<p>PROPOSED CENTERLINE PERSHING ROAD CURVE PR_PERSHING2</p> <p>P.I. STA= 246+47.31 Δ= 01°54'50" D= 01°11'37" R= 4800.00' T= 80.18' L= 160.35' E= 1.01' PC. STA= 245+67.12 PT. STA= 247+27.47</p>
<p>PROPOSED CENTERLINE PERSHING ROAD CURVE PR_PERSHING3</p> <p>P.I. STA= 253+67.82 Δ= 04°53'14" D= 01°11'37" R= 4800.00' T= 204.83' L= 244.89' E= 4.37' PC. STA= 251+62.99 PT. STA= 255+72.41</p>	<p>PROPOSED CENTERLINE PERSHING ROAD CURVE PR_PERSHING4</p> <p>P.I. STA= 258+19.34 Δ= 02°55'23" 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</p>

STATE OF ILLINOIS )  
COUNTY OF WILL )SS

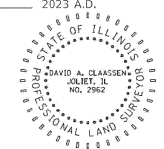
THIS IS TO CERTIFY THAT I, DAVID A. CLAASSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (IWE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-004039), HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 33, TOWNSHIP 38 NORTH, RANGE 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 RETRACED, 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: [Signature] Control at 7:59 am, Jul 26, 2023

**CLAASSEN, WHITE & ASSOCIATES, P.C.**  
LAND SURVEYORS  
121 AIRPORT DRIVE, UNIT 1, JOLIET, ILLINOIS 60431  
(815) 744-3723  
claassenwhite@cwasurevey.com  
CWA Job #TE38

**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

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

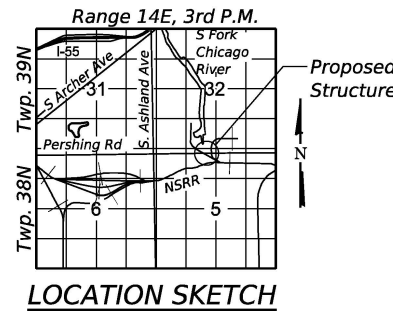
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	21
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

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.

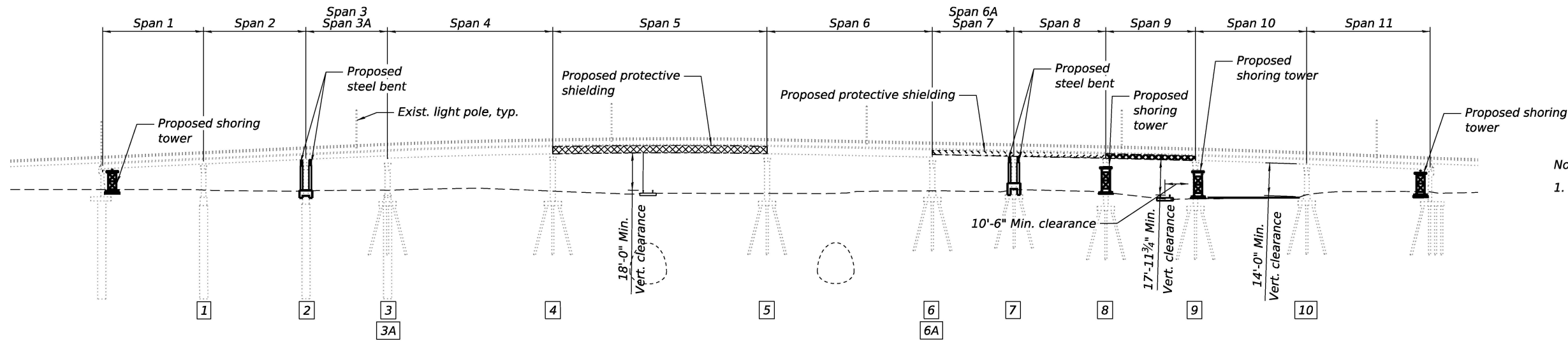
**DESIGN SPECIFICATIONS**  
 2020 AASHTO LRFD Bridge Design Specifications, 10th Edition

**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)**

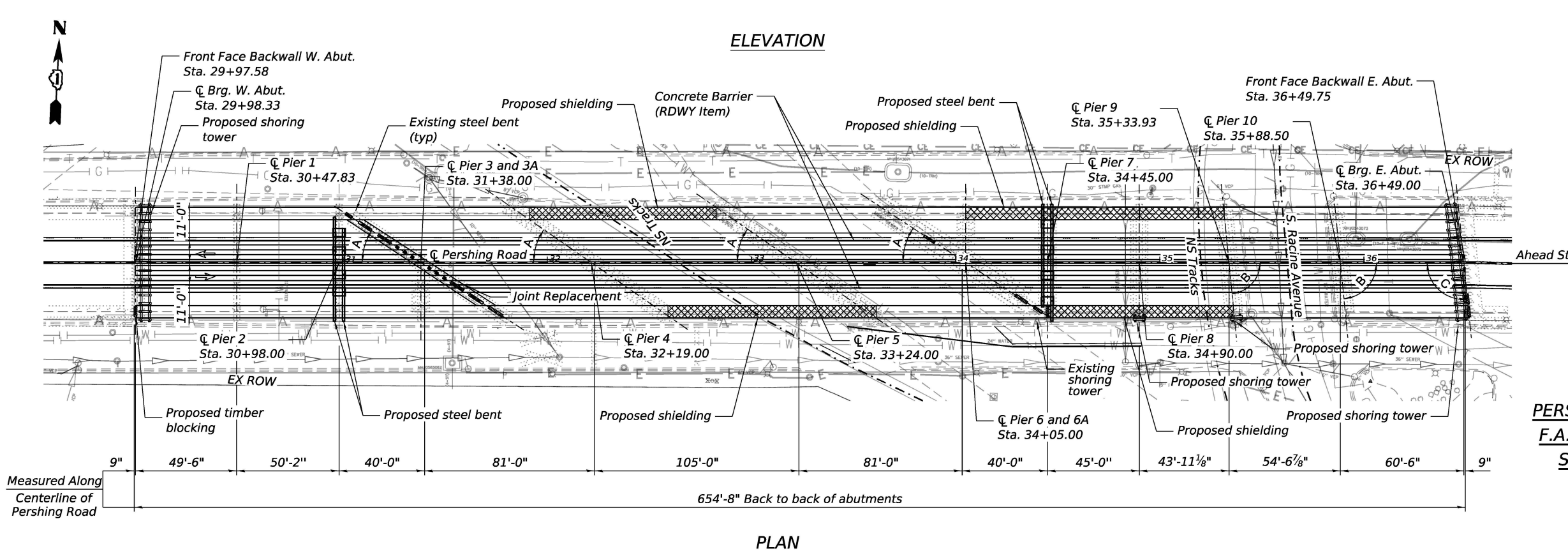
$f_c = 3,500$  psi  
 $f_y = 33,000$  psi (Reinforcement)  
 $f_y = 33,000$  psi (Structural steel)



**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.

**ELEVATION**



**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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	CHECKED - TJI	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION  
 STRUCTURE NO. 016-0396

SHEET NO. S1 OF S16 SHEETS

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

**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."

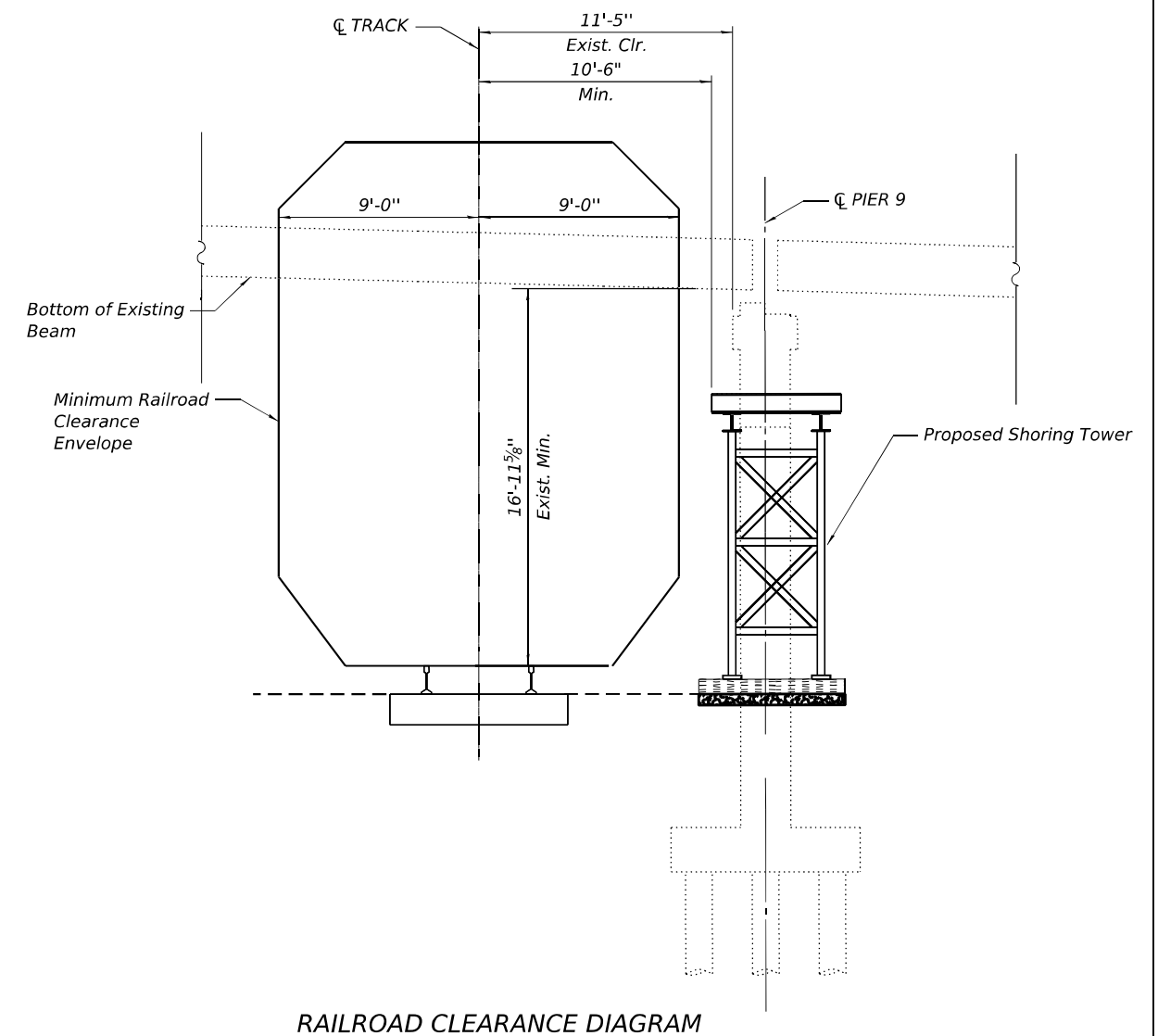
- Contractor shall be responsible for coordinating with the railroad for necessary track protection during construction operations.
- Contractor shall reference IDOT's Guide for Working with Railroads to support their construction and coordination efforts with the railroad.
- Existing structural steel 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**

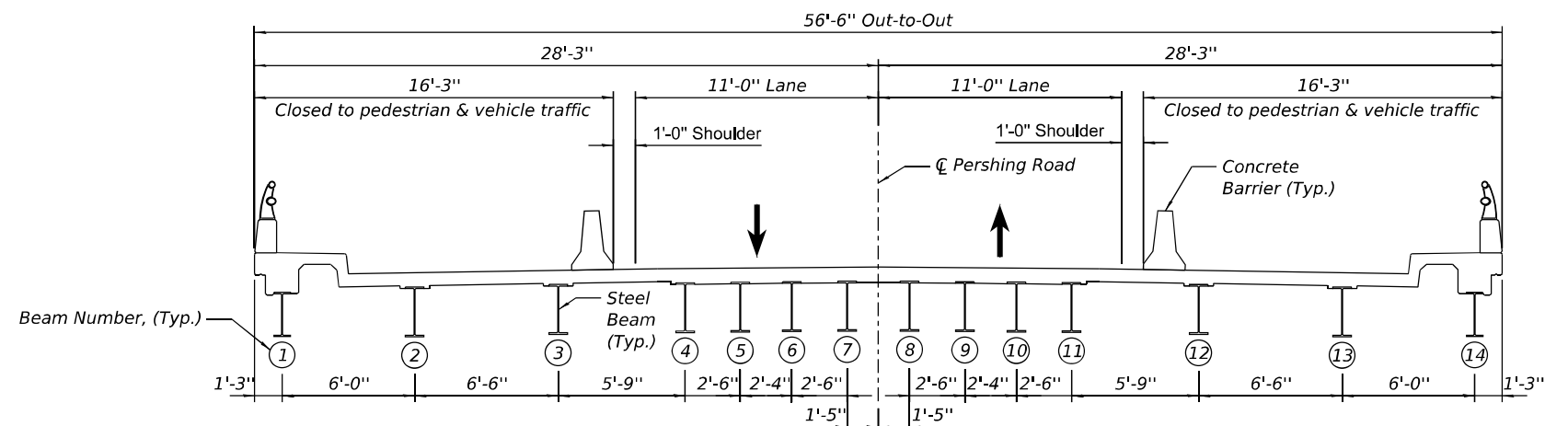
- S1. General Plan and Elevation
- S2. General Notes, Index of Drawings, & Bill of Material
- S3. Framing Plan
- S4. West Abutment Plan and Elevation
- S5. East Abutment Plan and Elevation
- S6. Shoring Tower Details
- S7. Pier 2 Plan and Elevation
- S8. Pier 7 Plan and Elevation
- S9. Pier 8 Plan and 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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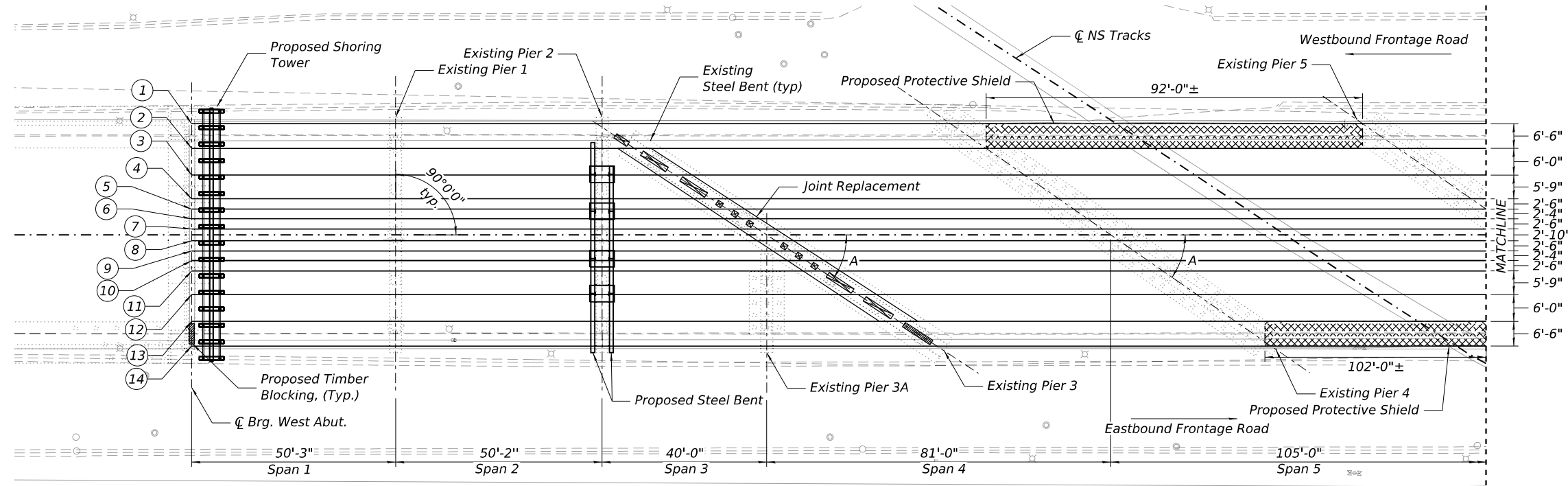
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

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

SHEET NO. S2 OF S16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	23
CONTRACT NO. 80C90				

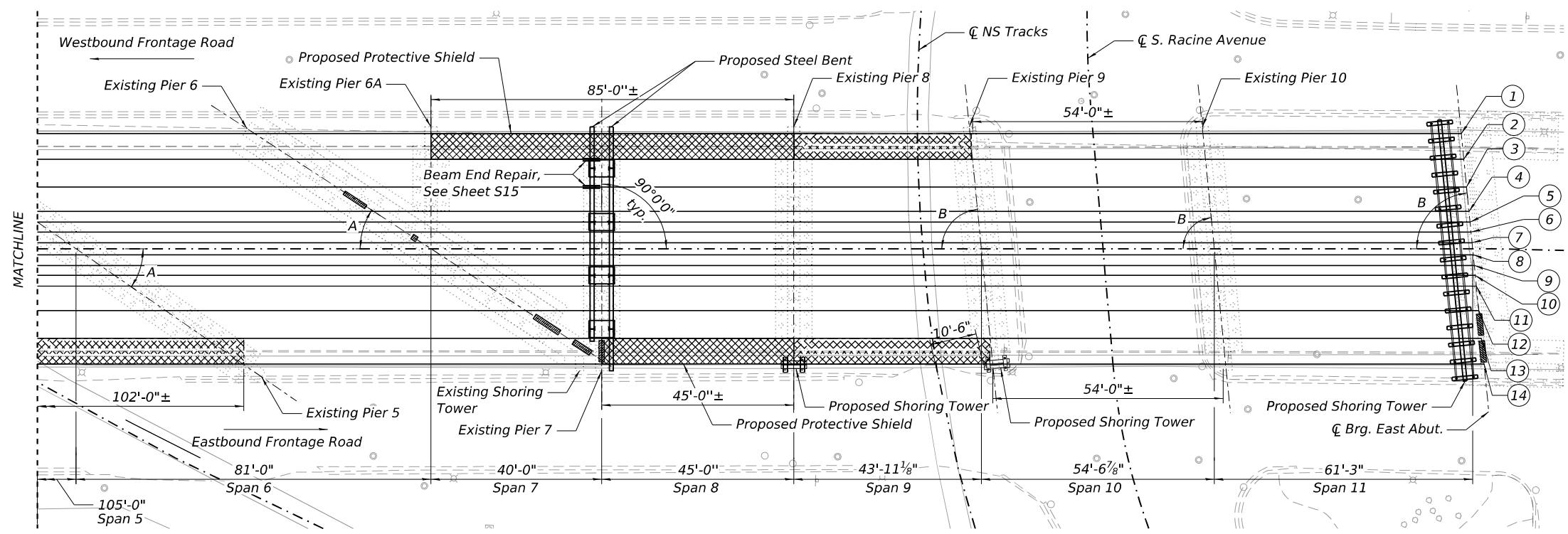
ILLINOIS FED. AID PROJECT



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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REVISOR -	
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REVISOR -	
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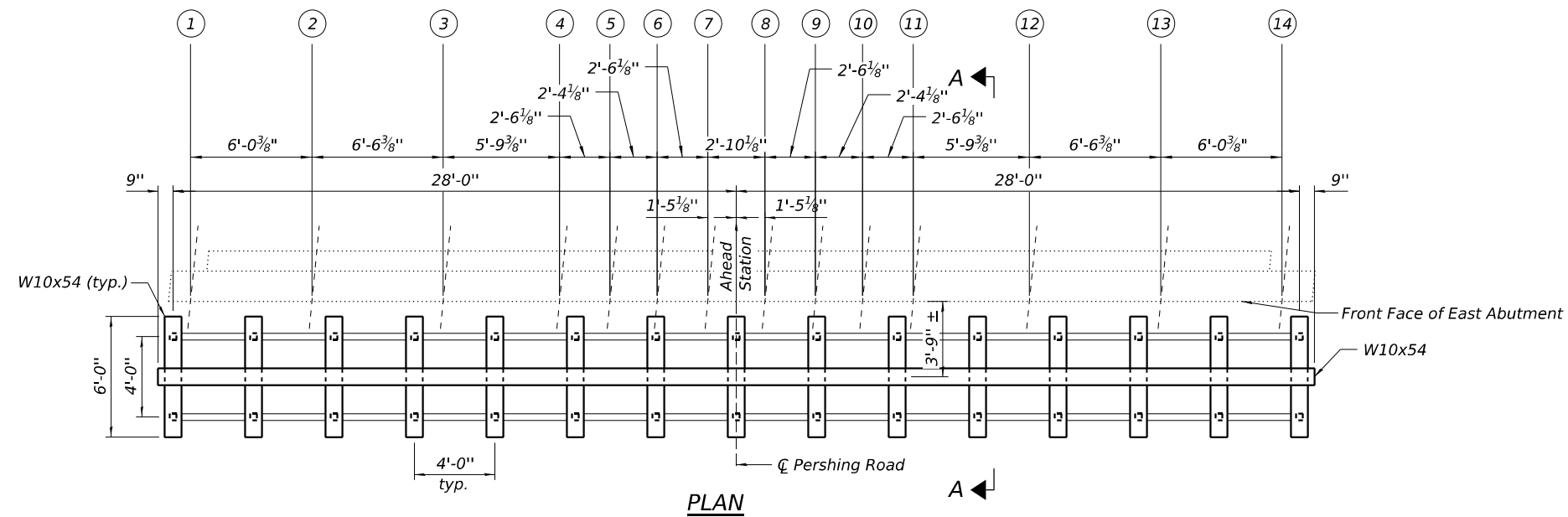
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN  
STRUCTURE NO. 016-0396

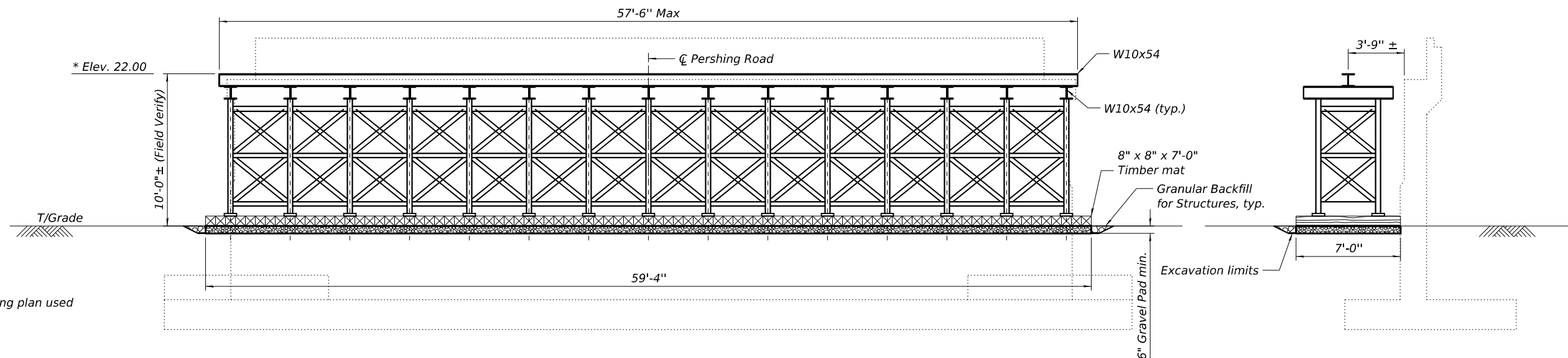
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	24
CONTRACT NO. 80C90				
ILLINOIS   FED. AID PROJECT				





PLAN



EAST ABUTMENT ELEVATION  
(Looking East)

SECTION THROUGH ABUTMENT

Legend

⑥ Beam Number

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.

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 <sup>3</sup> / <sub>4</sub>	2 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>16</sub>	4 <sup>1</sup> / <sub>16</sub>	4 <sup>15</sup> / <sub>16</sub>	5 <sup>3</sup> / <sub>8</sub>	4 <sup>1</sup> / <sub>16</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>7</sup> / <sub>8</sub>	3 <sup>3</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	5 <sup>3</sup> / <sub>4</sub>

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

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

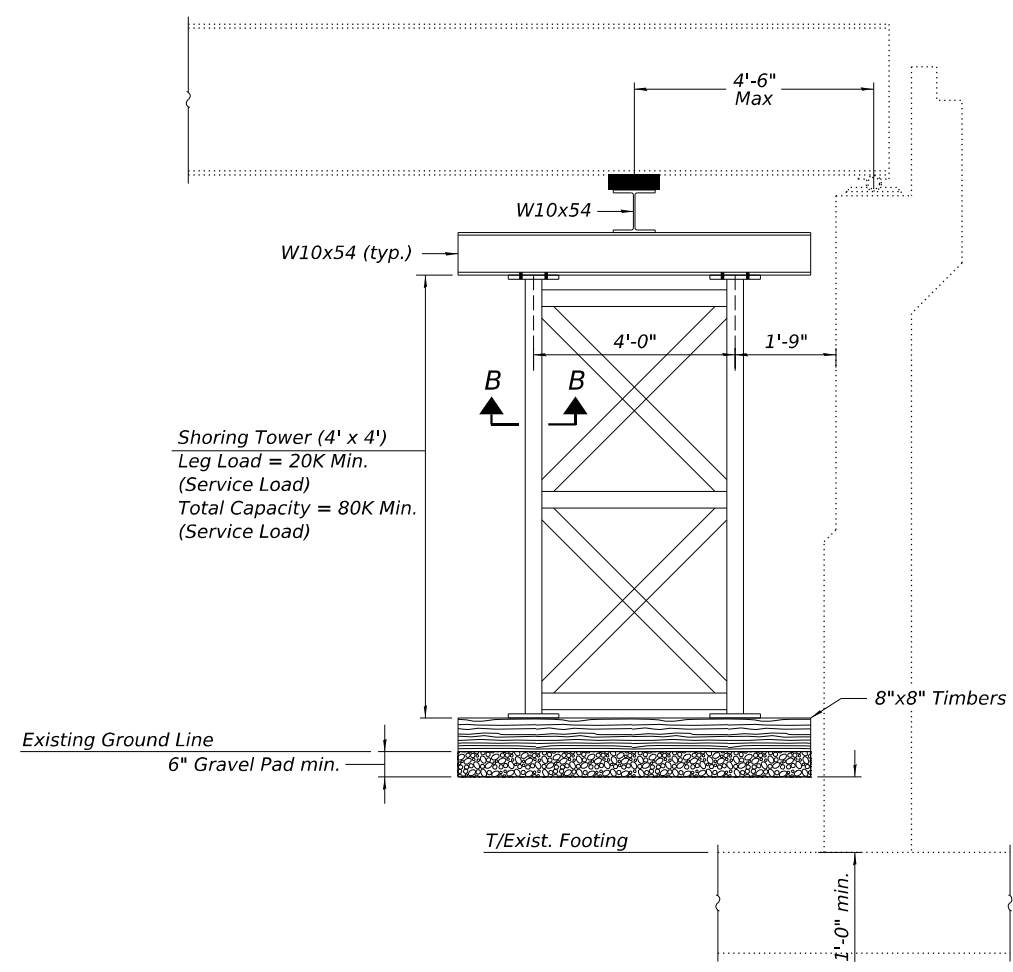
EAST ABUTMENT PLAN AND ELEVATION  
 STRUCTURE NO. 016-0396

SHEET NO. S5 OF S16 SHEETS

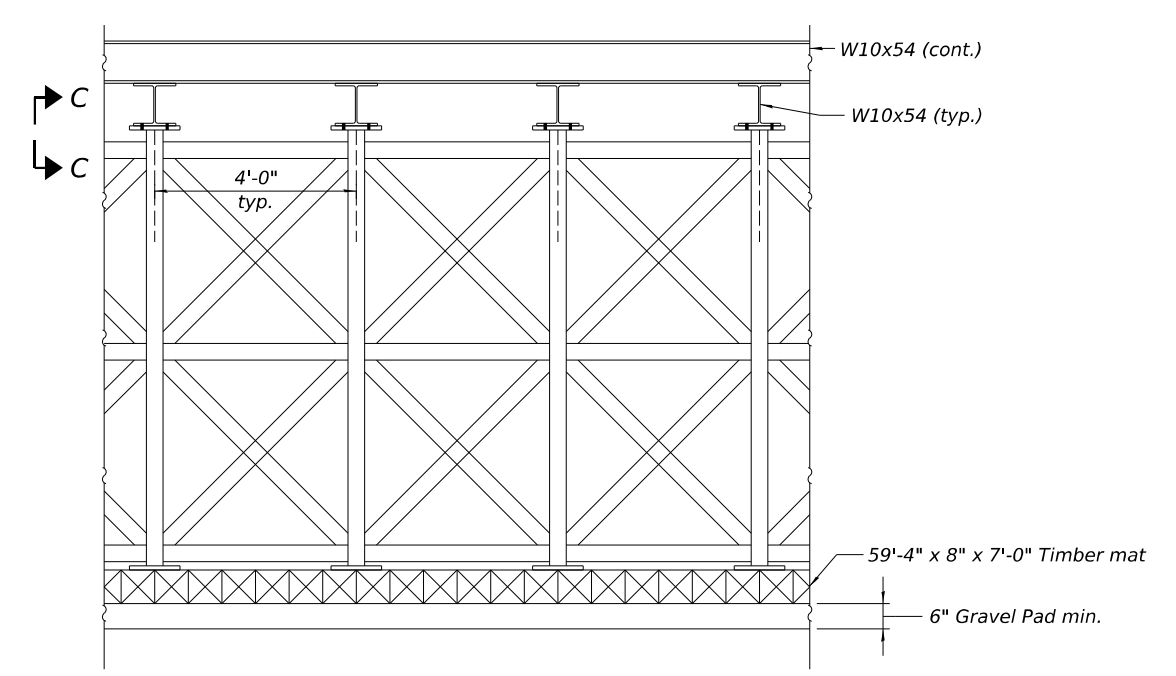
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CONTRACT NO. 80C90				

ILLINOIS FED. AID PROJECT

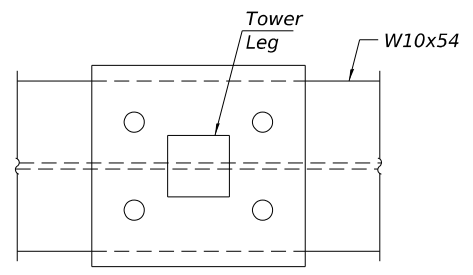
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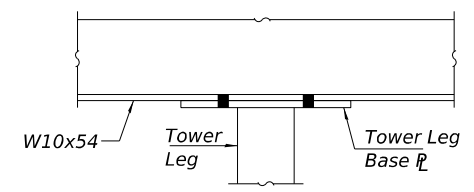
**SECTION A-A**



**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.



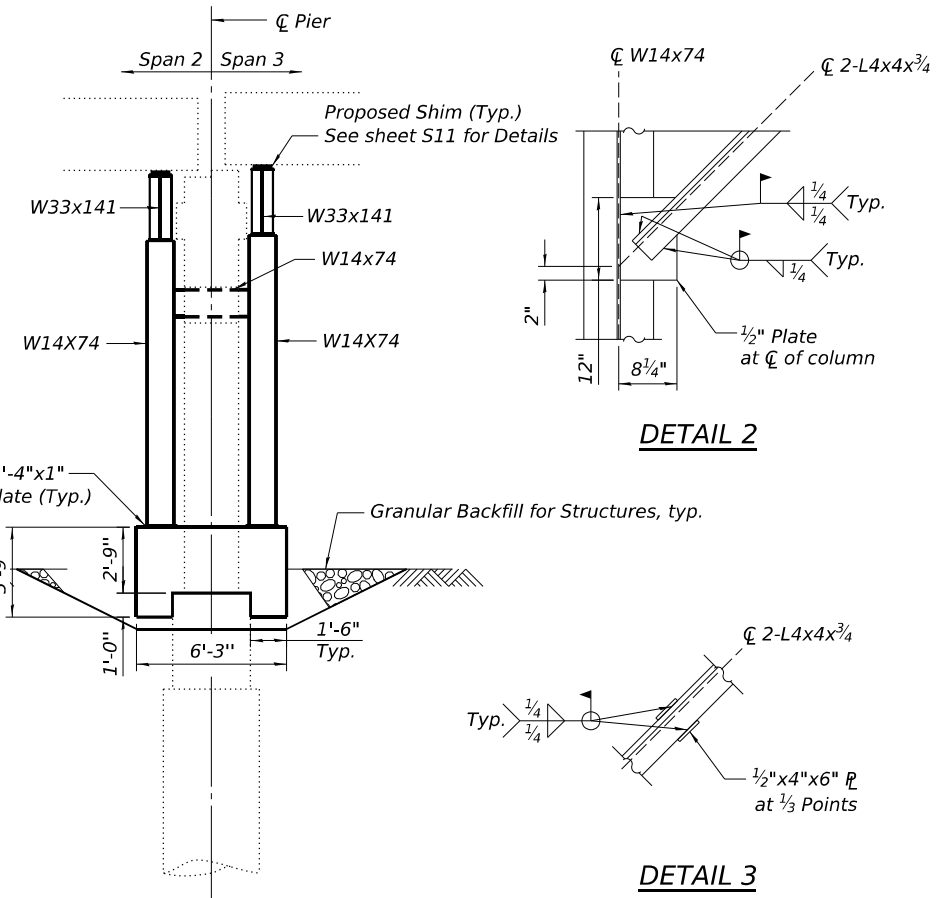
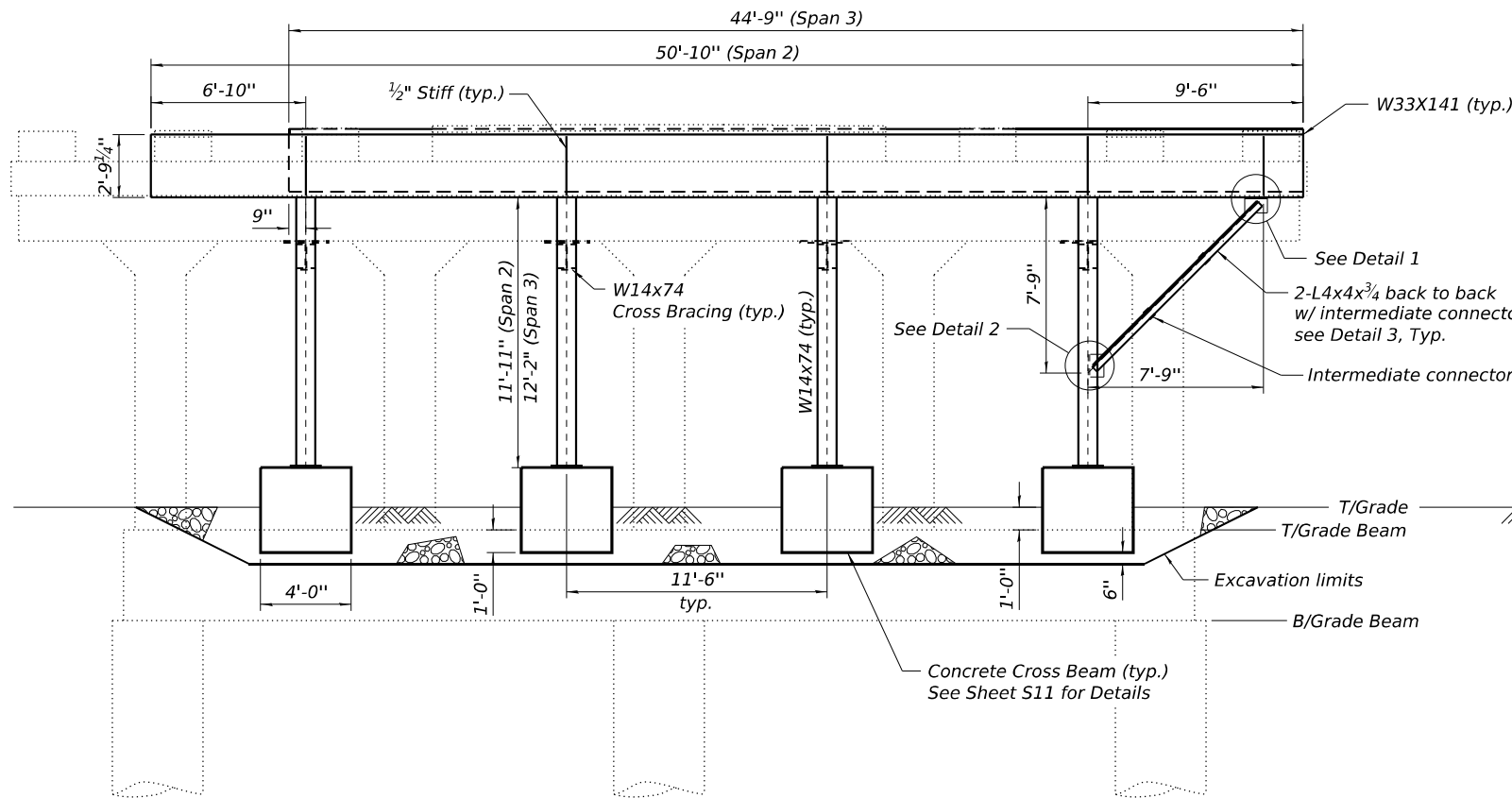
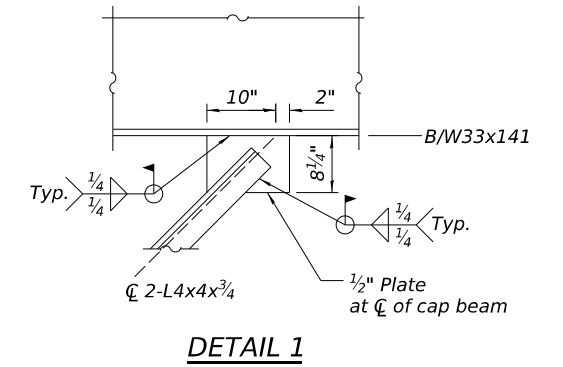
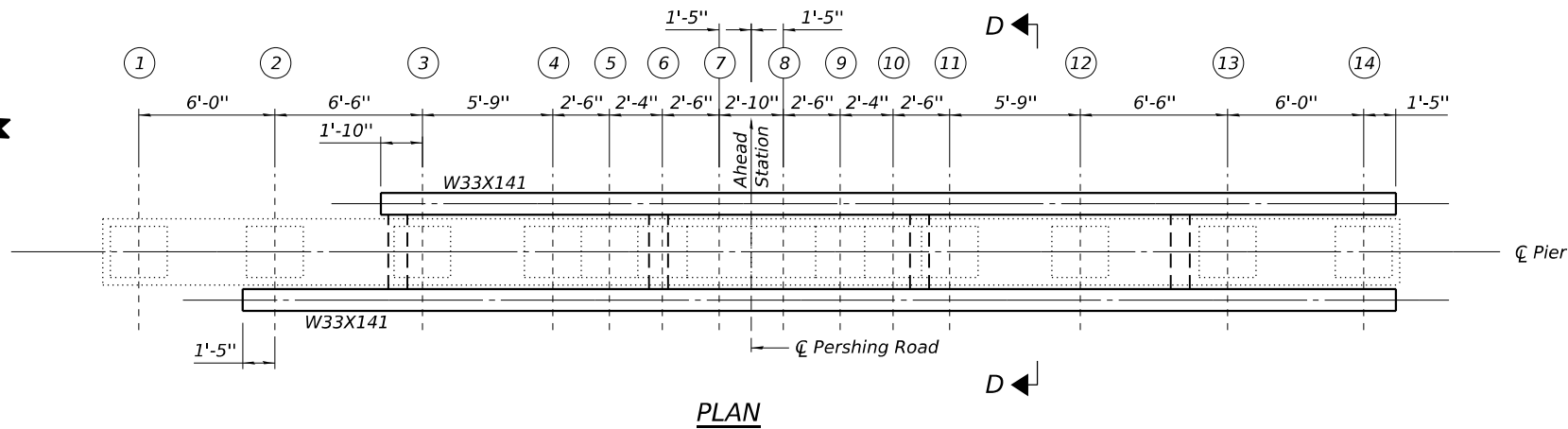
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	CHECKED - JP	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

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

SHEET NO. S6 OF S16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	27
			CONTRACT NO. 80C90	
		ILLINOIS FED. AID PROJECT		



**PIER 2 ELEVATION WEST FACE**  
(Looking East)

**SECTION THROUGH PIER**

**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.

**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.

**Legend**  
⑥ Beam Number

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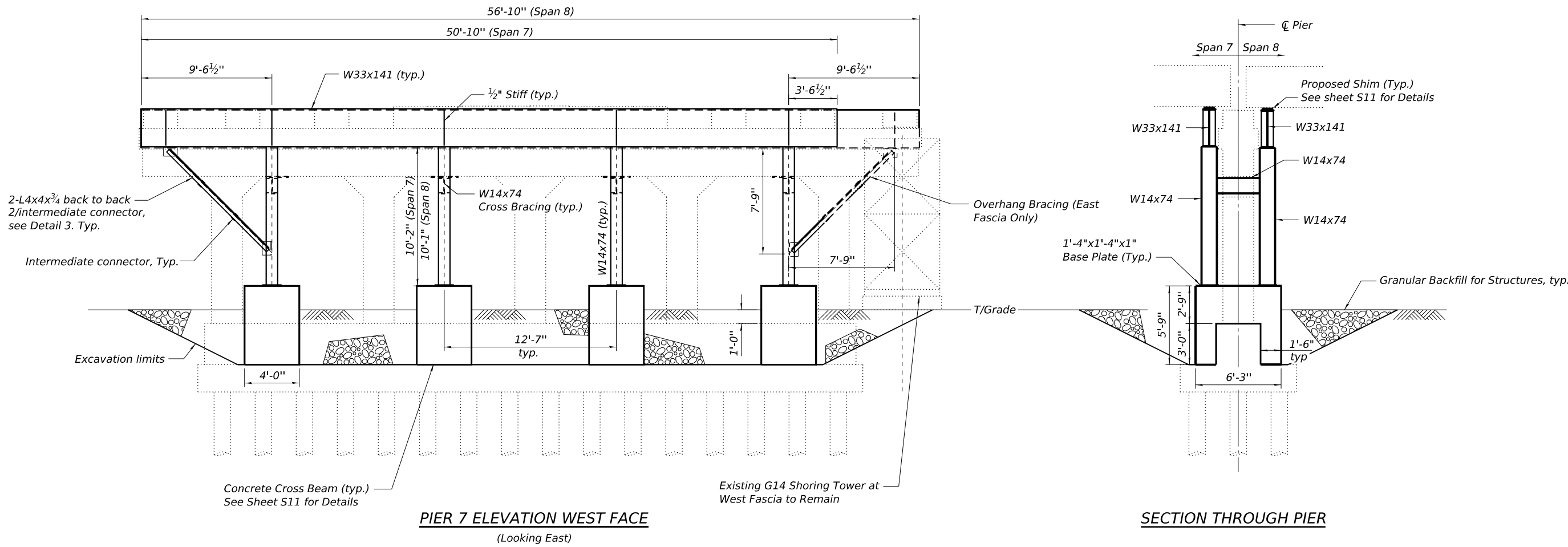
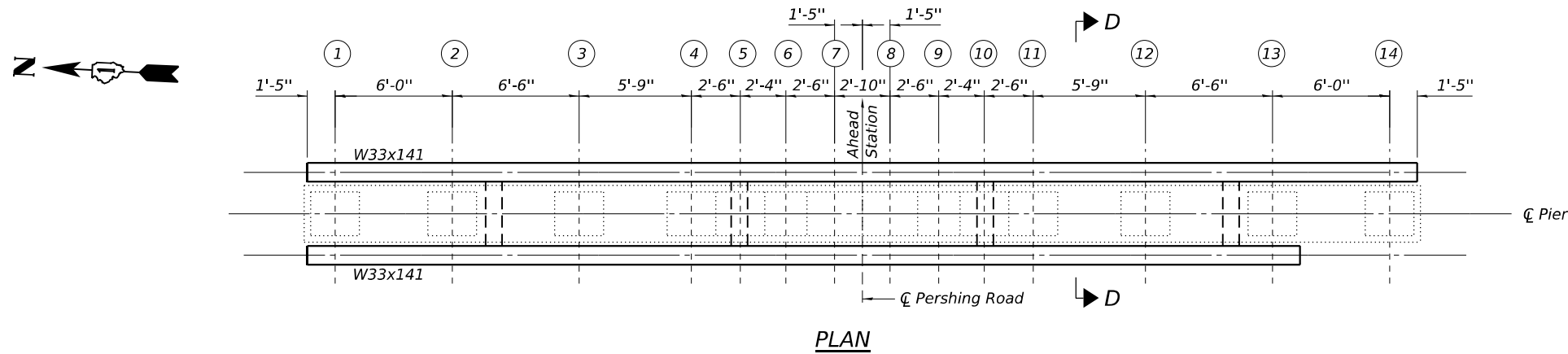
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**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

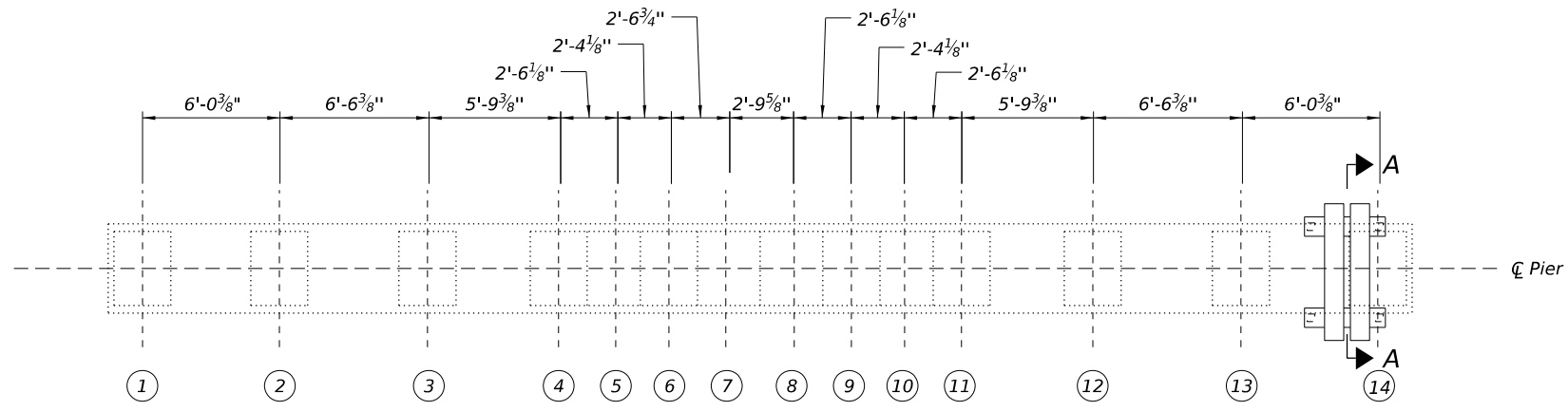
Prior to ordering any material, the Contractor shall verify in the field all shim thickness dimensions. For additional shim details, see Sheet S11.

**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.

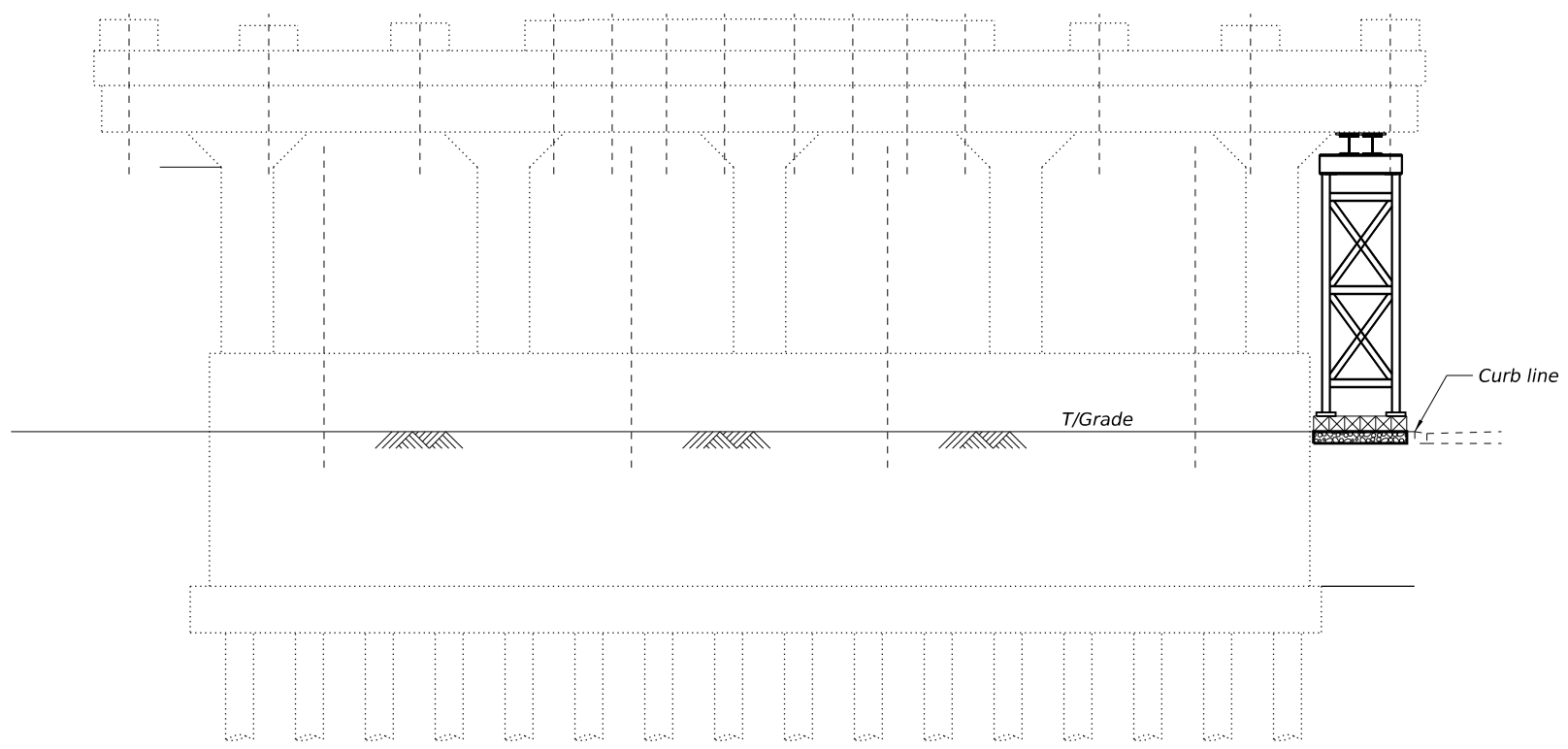
**Legend**  
 ⑥ Beam Number

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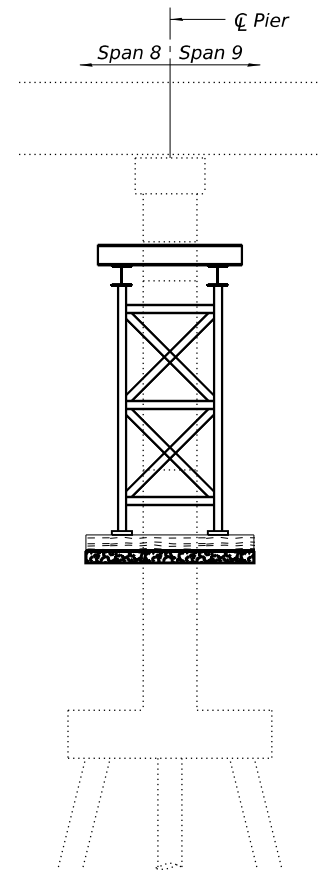
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PLOT DATE = 3/6/2026	CHECKED - JP	REVISED -		SHEET NO. S8 OF S16 SHEETS			ILLINOIS   FED. AID PROJECT			



**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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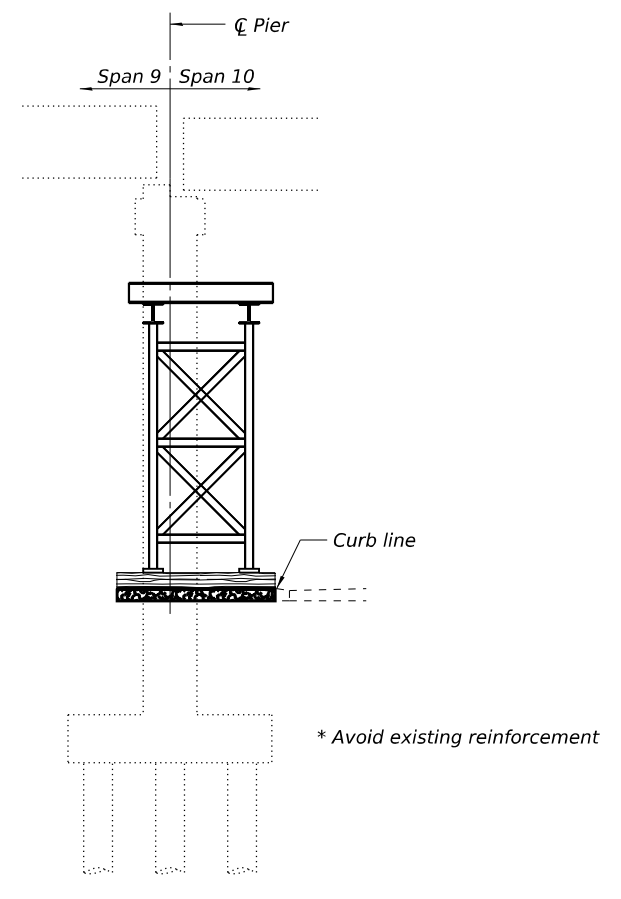
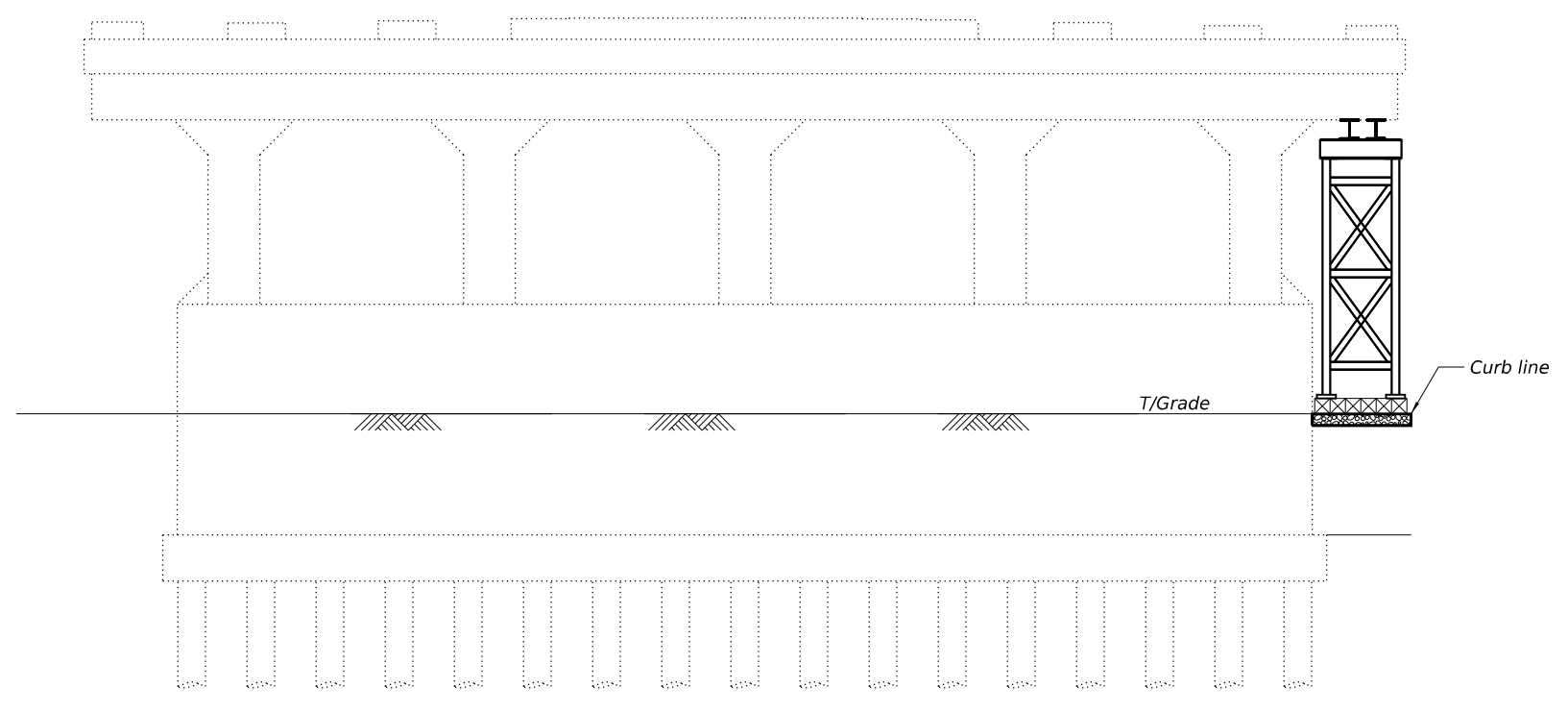
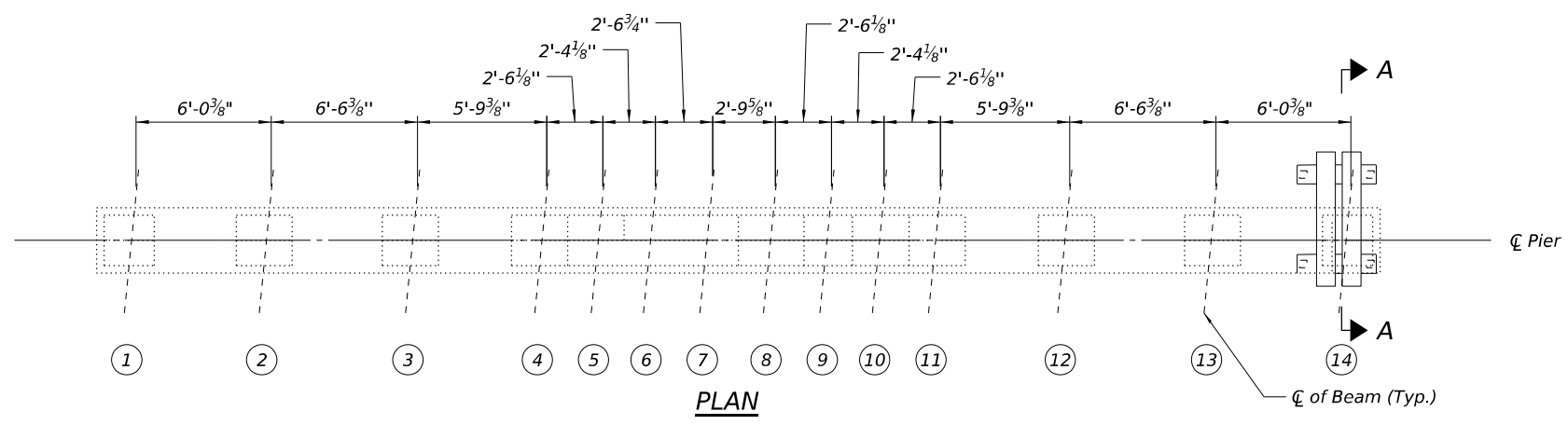
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PIER 8 PLAN AND ELEVATION**  
**STRUCTURE NO. 016-0396**

SHEET NO. S9 OF S16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	30
CONTRACT NO. 80C90			ILLINOIS FED. AID PROJECT	



**Legend**  
 (6) Beam Number

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

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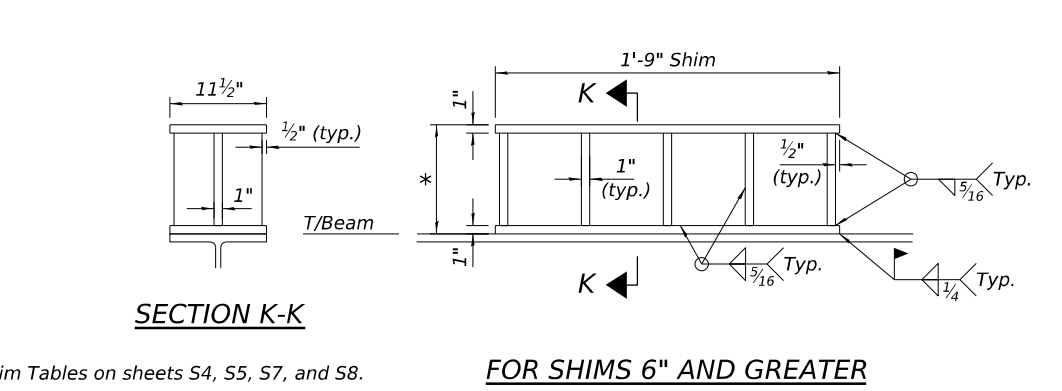
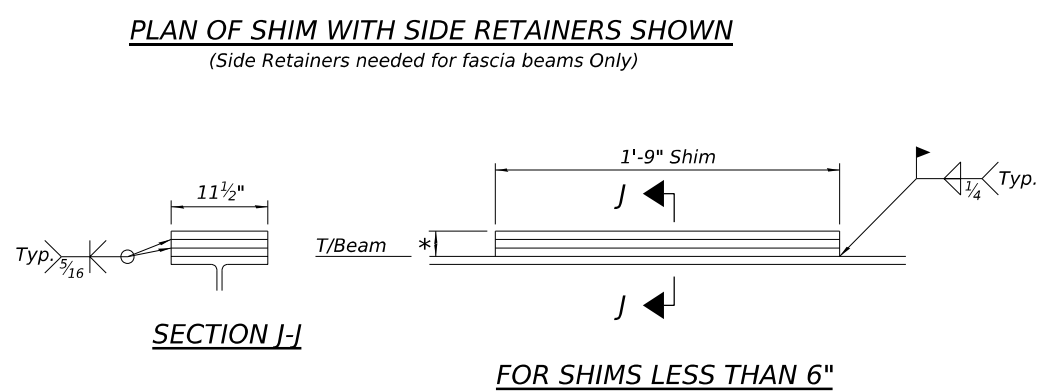
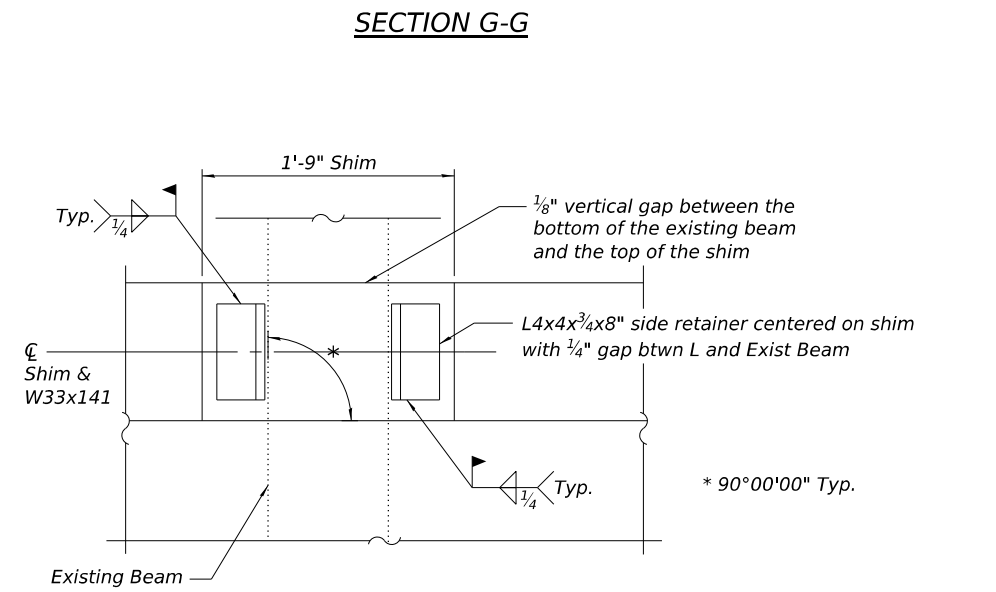
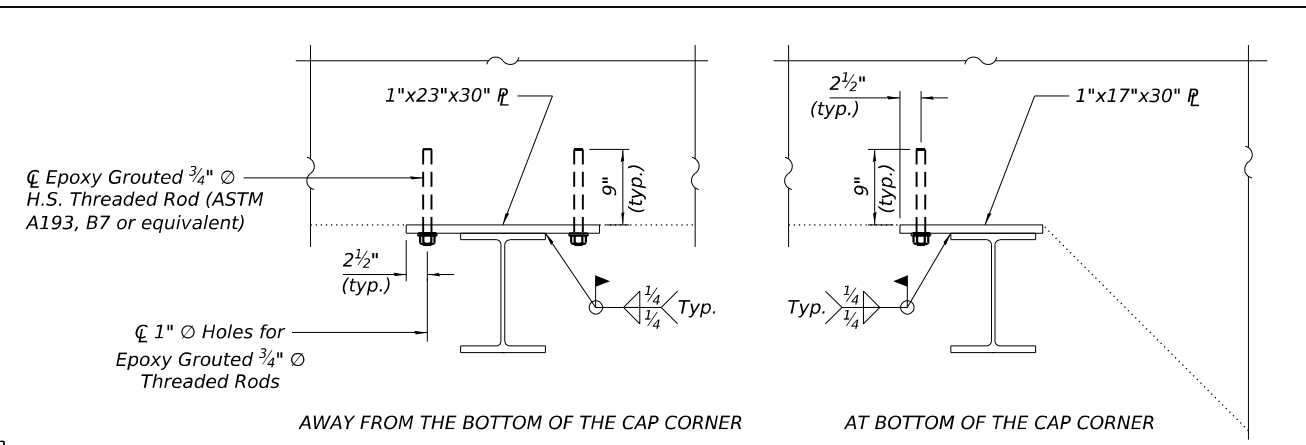
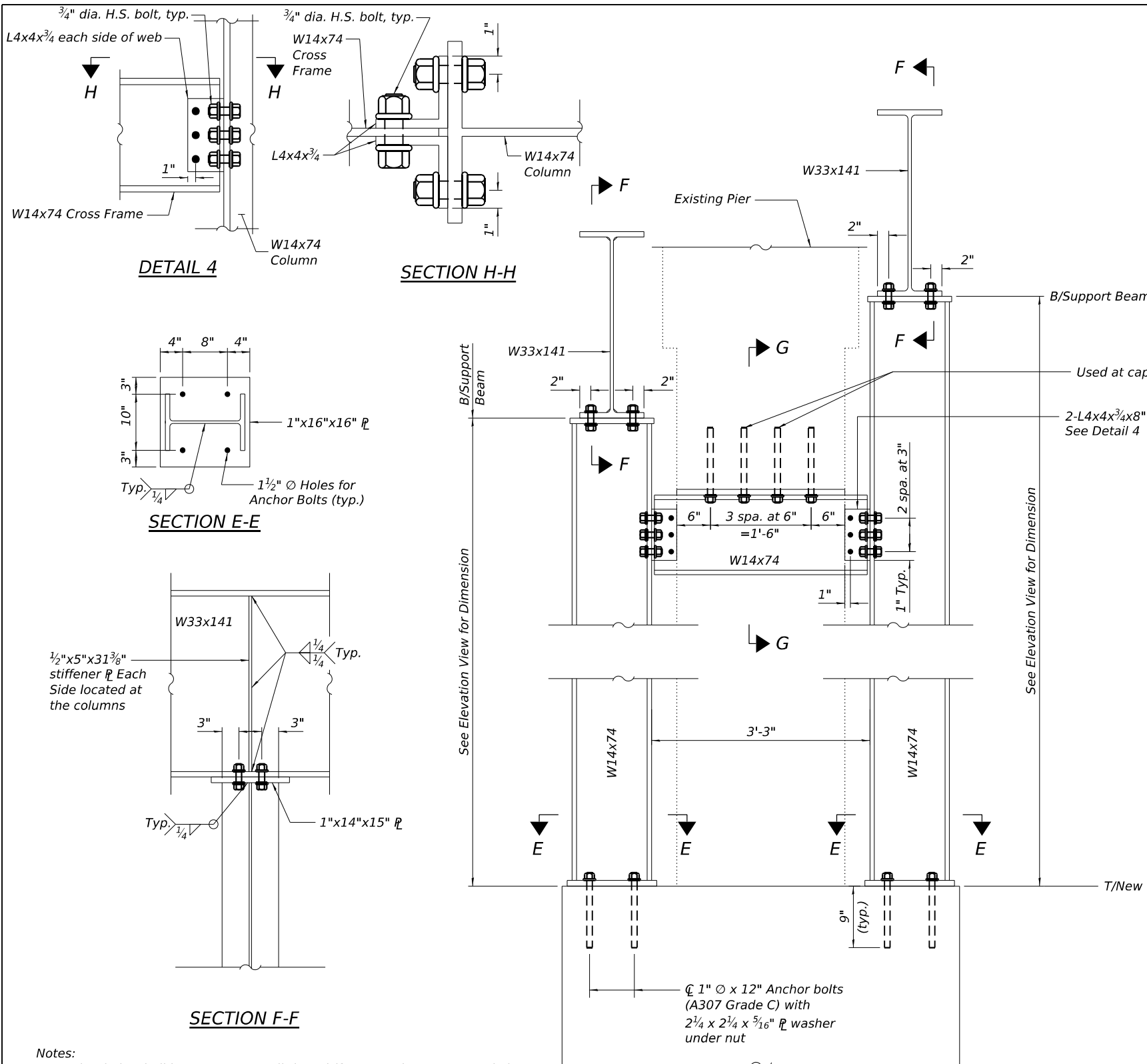
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PIER 9 PLAN AND ELEVATION  
 STRUCTURE NO. 016-0396**

SHEET NO. S10 OF S16 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	31
CONTRACT NO. 80C90				
ILLINOIS		FED. AID PROJECT		



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

**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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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

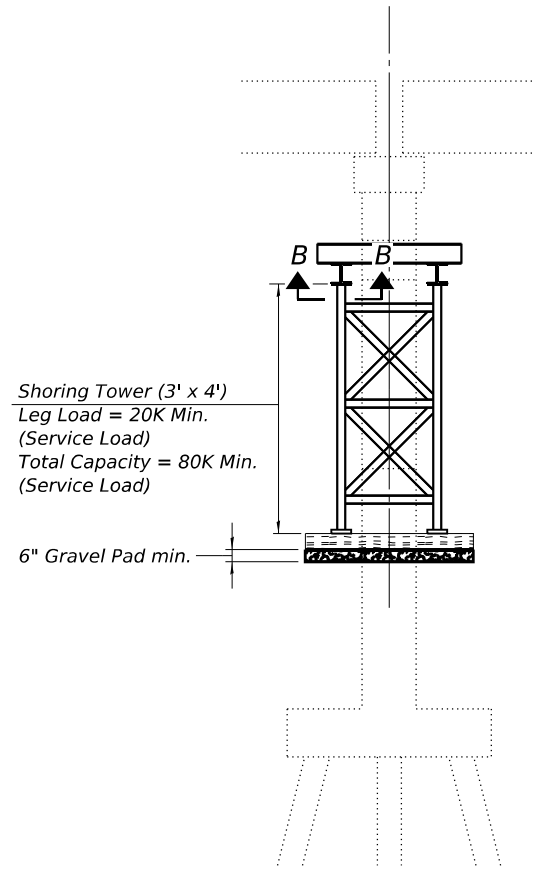
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STRUCTURE NO. 016-0396**

SHEET NO. S11 OF S16 SHEETS

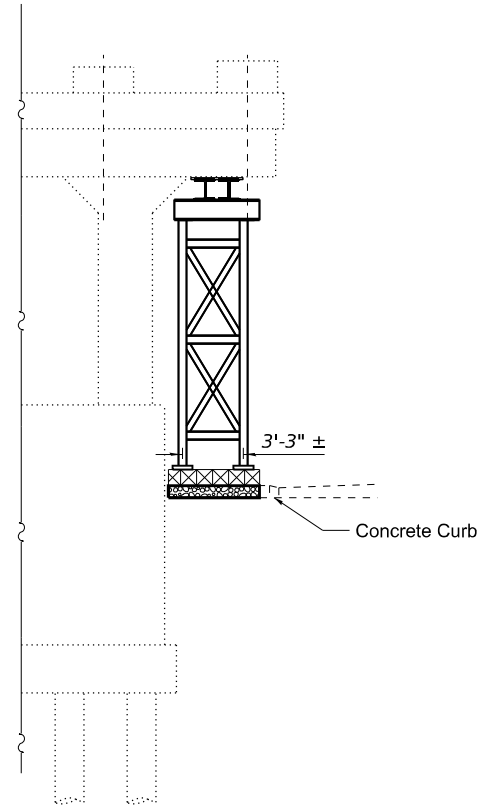
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391	(1616-VB-WPGM) BR25	COOK	40	32
CONTRACT NO. 80C90				

ILLINOIS FED. AID PROJECT

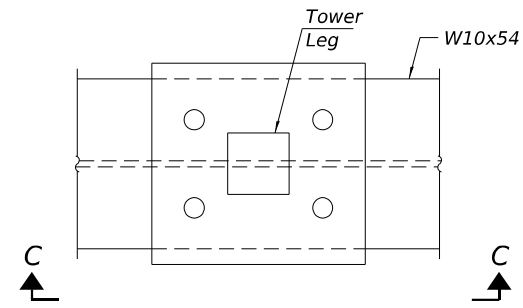
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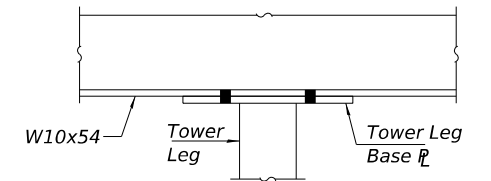
**SECTION A-A**



**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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	CHECKED - NL	REVISED -
PLOT SCALE =	DRAWN - WC	REVISED -
PLOT DATE = 3/6/2026	CHECKED - JP	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

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

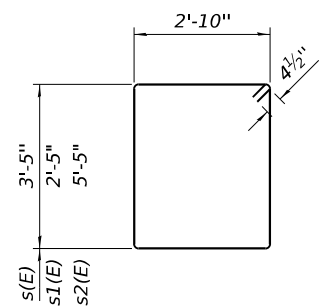
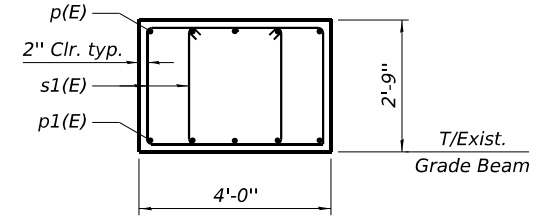
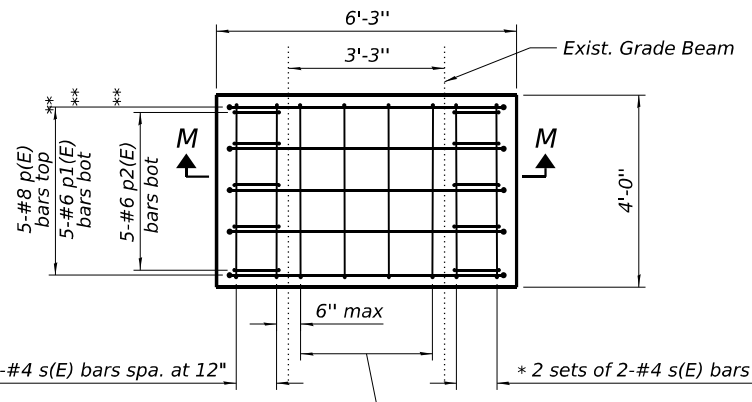
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CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

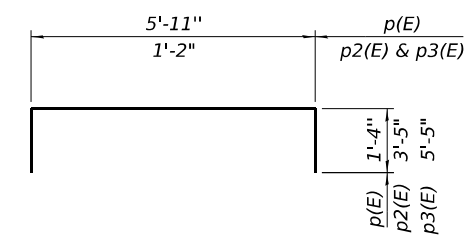
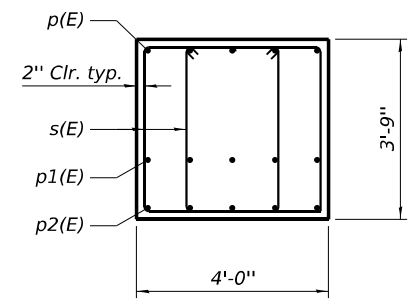
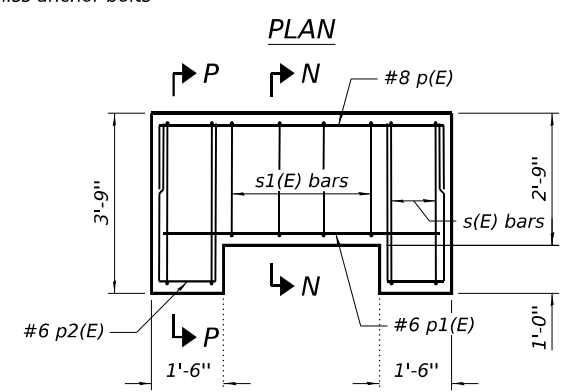
**CROSS BEAM  
BILL OF MATERIAL**

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

Bar	No.	Size	Length	Shape
p1	40	#6	5'-11"	—
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



Bar s(E), s1(E), and s2(E)



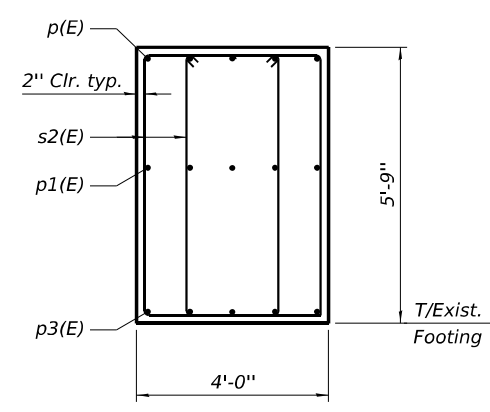
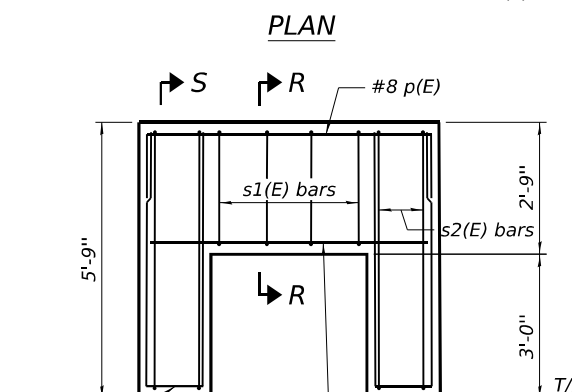
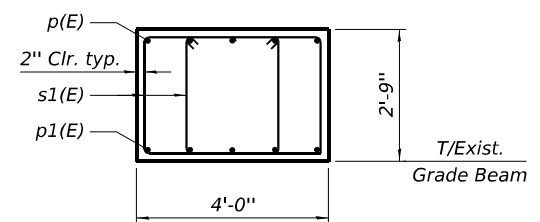
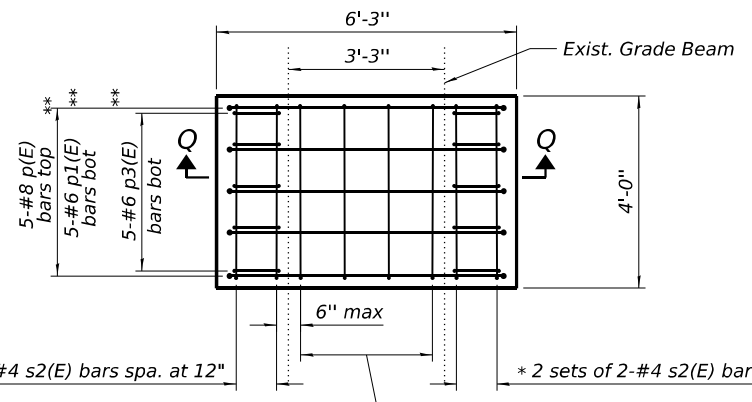
Bar p(E), p2(E), and p3(E)

\* 2 sets of 2-#4 s(E) bars spa. at 12"  
\* Space bars to miss anchor bolts  
2 sets of 4-#4 s1(E) bars spa. at 12" max.

\*\* Equally Spaced

SECTION M-M  
PIER 2 CONCRETE CROSS BEAM

SECTION P-P



\* 2 sets of 2-#4 s2(E) bars spa. at 12"  
\* Space bars to miss anchor bolts  
2 sets of 4-#4 s1(E) bars spa. at 12" max.

\*\* Equally Spaced

SECTION Q-Q  
PIER 7 CONCRETE CROSS BEAM

SECTION S-S

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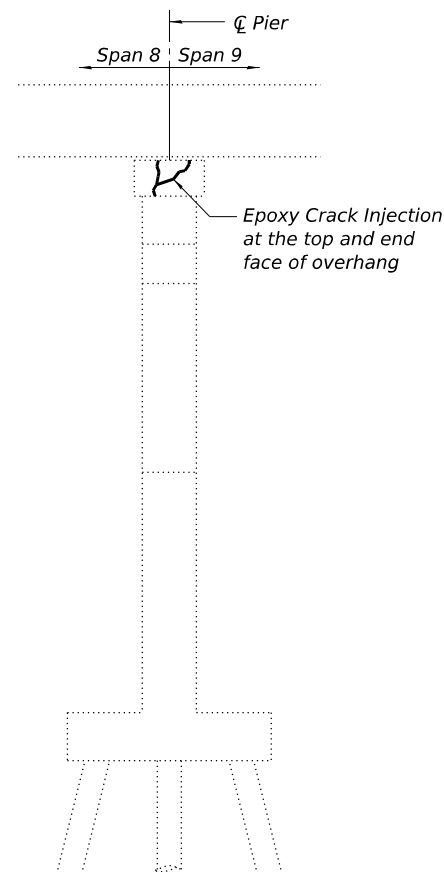
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CONCRETE CROSS BEAM DETAILS  
STRUCTURE NO. 016-0396

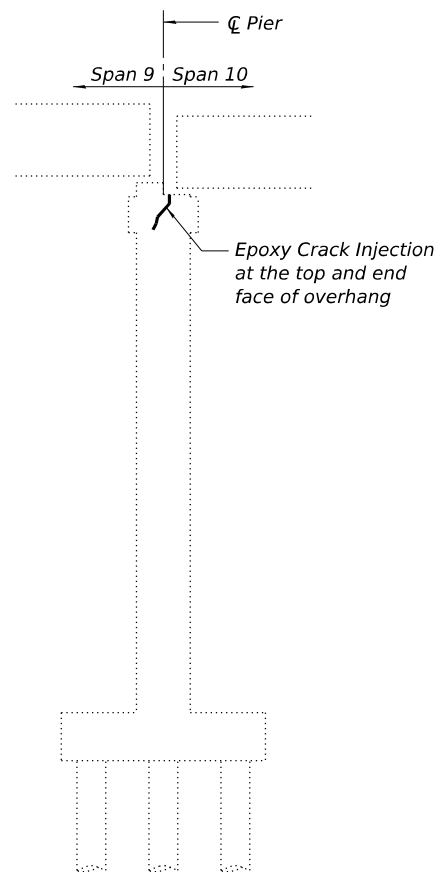
SHEET NO. S13 OF S16 SHEETS

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			CONTRACT NO. 80C90	
		ILLINOIS	FED. AID PROJECT	

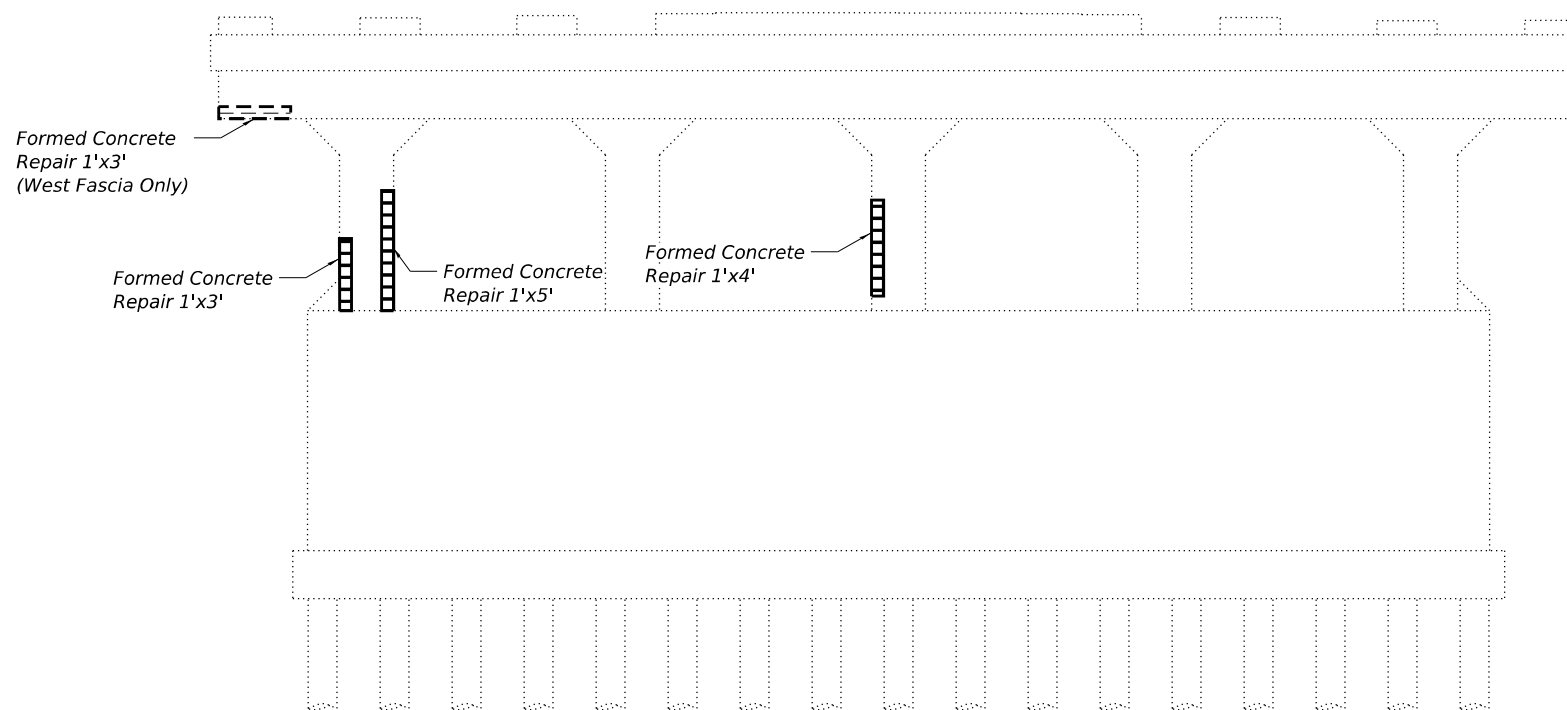
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**PIER 8 SOUTH ELEVATION**



**PIER 9 SOUTH ELEVATION**



**PIER 9 EAST ELEVATION**

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



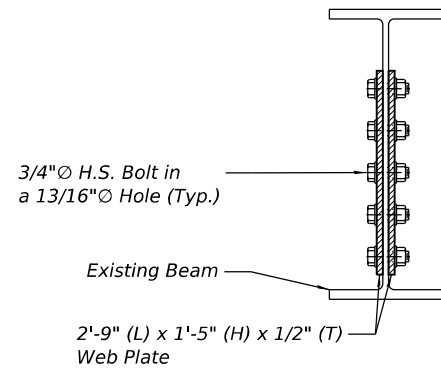
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

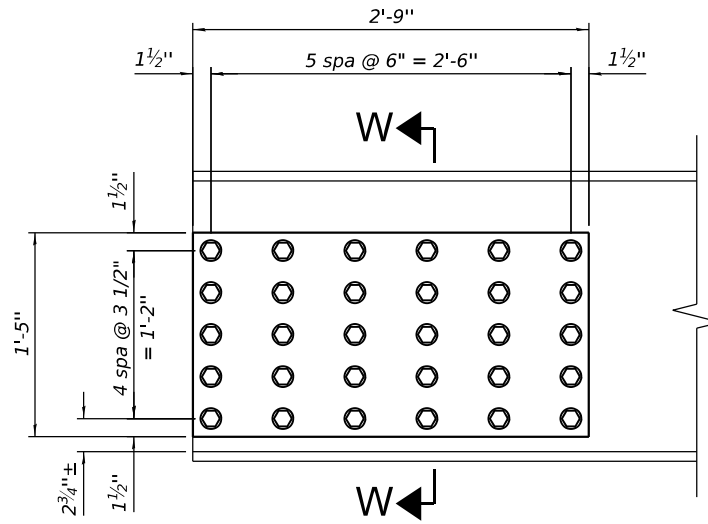
**CONCRETE REPAIR DETAILS  
 STRUCTURE NO. 016-0396**

SHEET NO. S14 OF S16 SHEETS

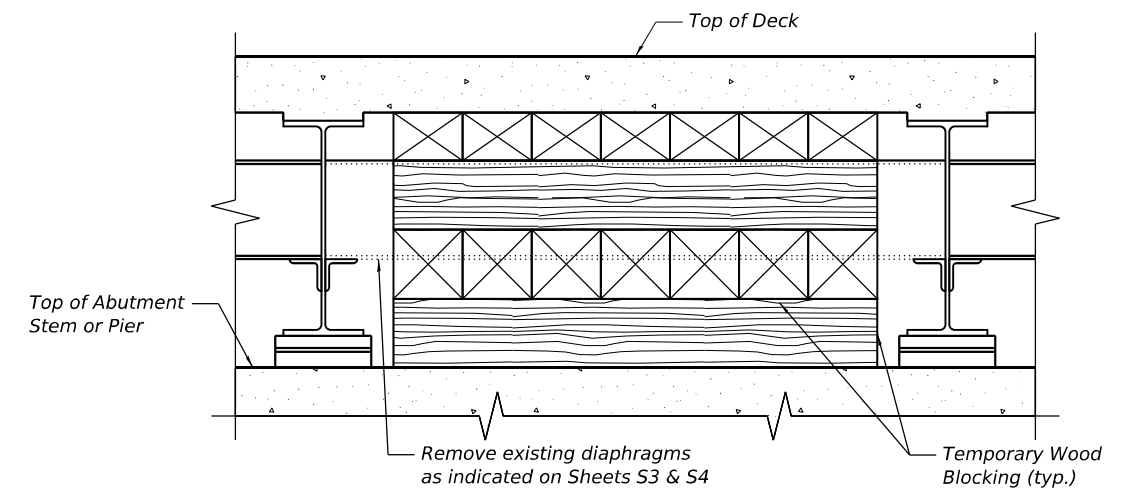
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	35
CONTRACT NO. 80C90				
ILLINOIS		FED. AID PROJECT		



**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"  $\varnothing$  holes through web using the cover plates as a template.
6. Connect all web plates with 3/4"  $\varnothing$  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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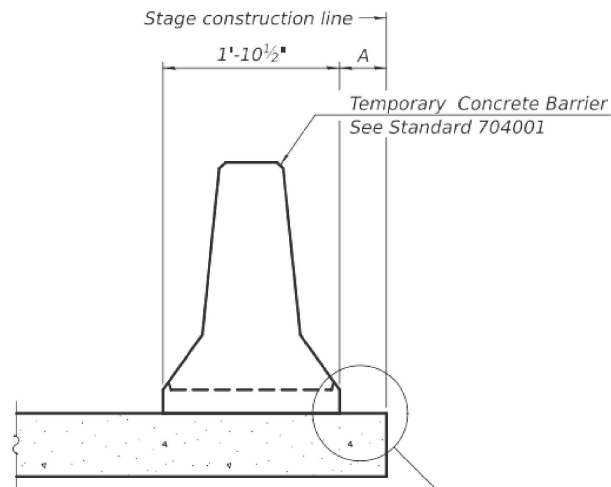
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS  
STRUCTURE NO. 016-0396

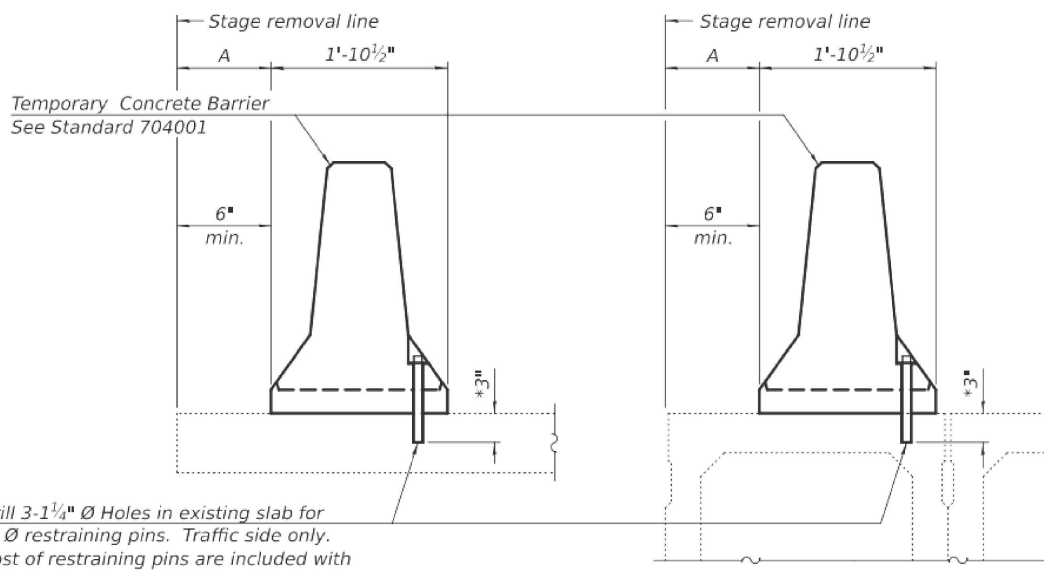
SHEET NO. S15 OF S16 SHEETS

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".

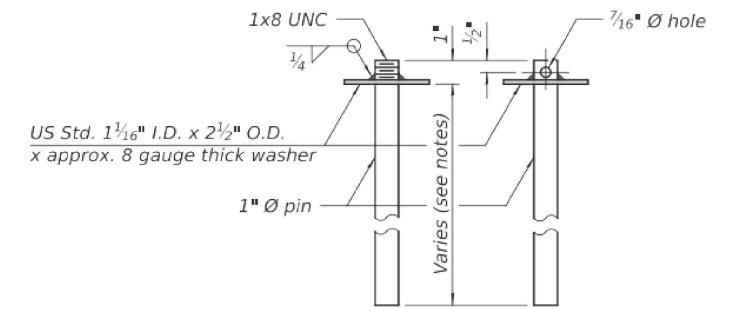
NEW SLAB OR NEW DECK BEAM



Drill 3-1/4" 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

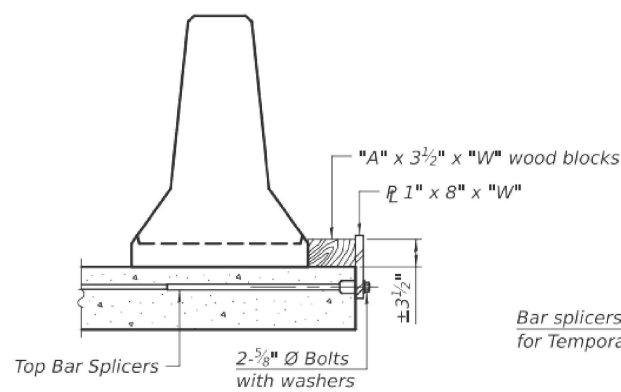
EXISTING DECK BEAM



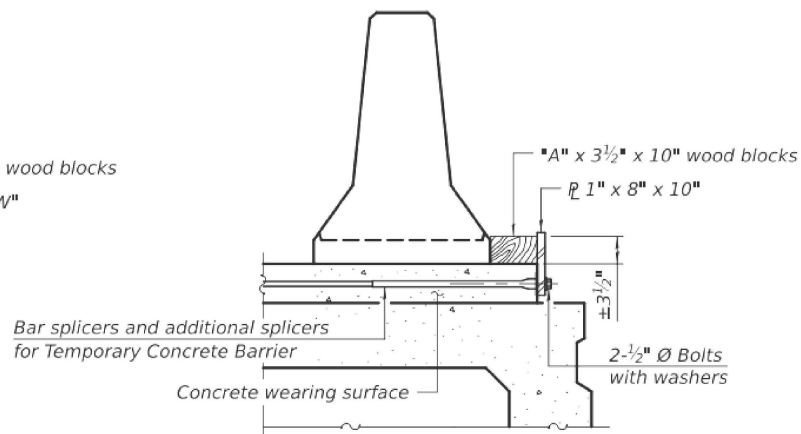
RESTRAINING PIN

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

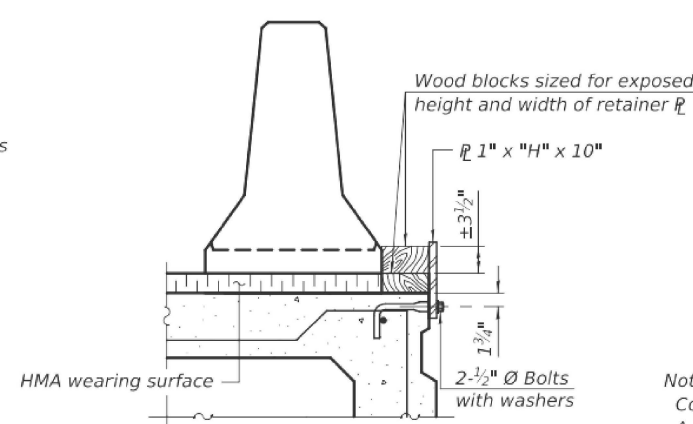
SECTIONS THRU SLAB OR DECK BEAM



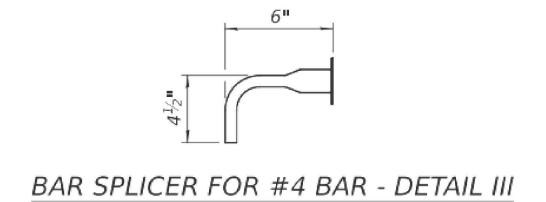
DETAIL I



DETAIL II



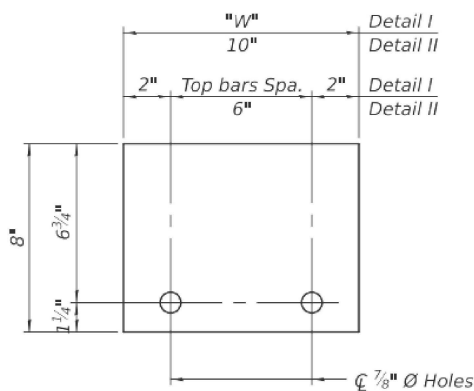
DETAIL III



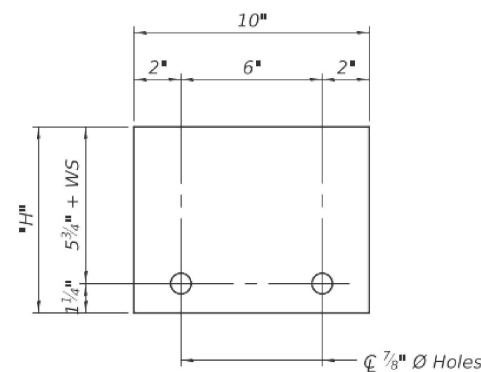
BAR SPLICER FOR #4 BAR - DETAIL III

Notes:  
 Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate  $\bar{C}$  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.



STEEL RETAINER  $\bar{P}$  1" x 8" x "W"  
(Detail I and II)



STEEL RETAINER  $\bar{P}$  1" x "H" x 10"  
(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

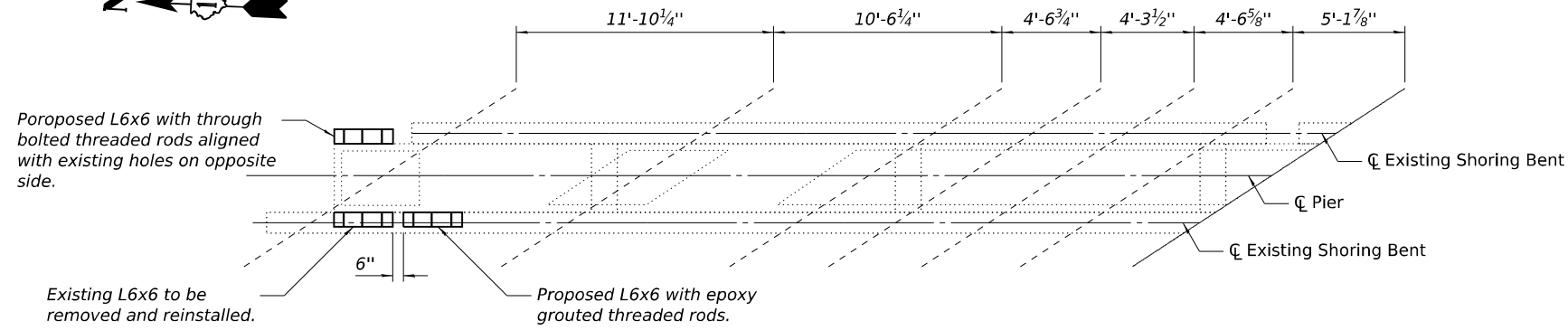
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE STANDARD R-27  
STRUCTURE NO. 016-0396

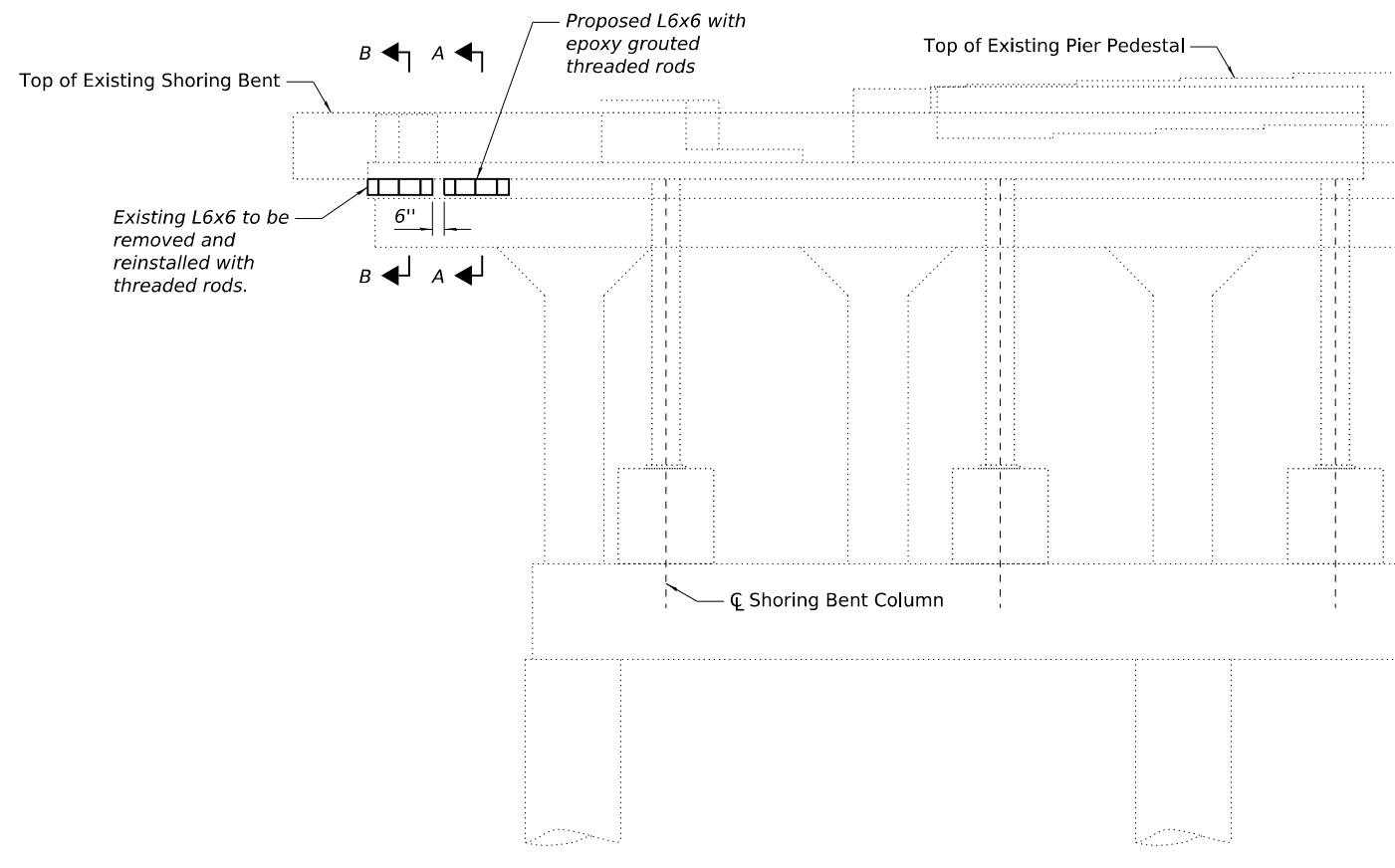
SHEET NO. S16 OF S16 SHEETS

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

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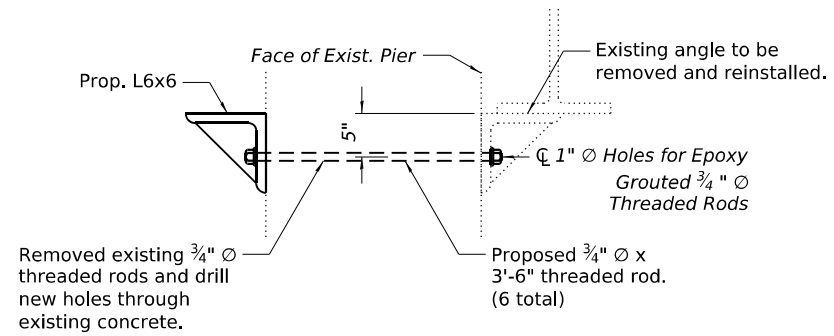


**PLAN**

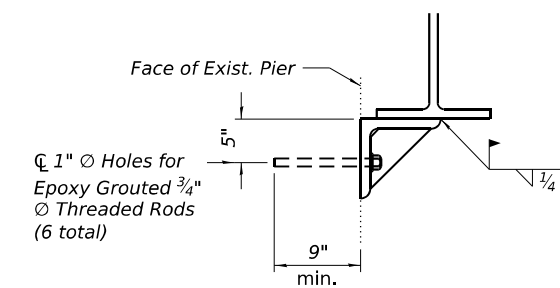


**PIER 3 ELEVATION WEST FACE**

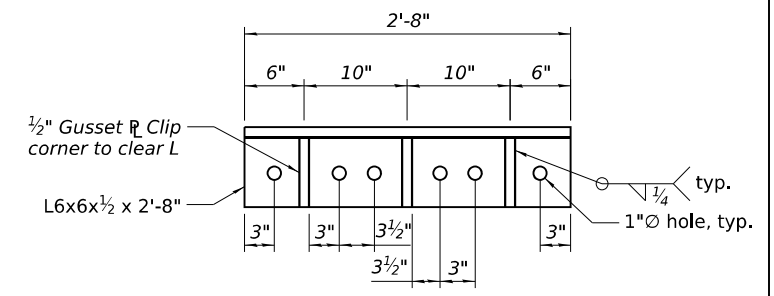
(Looking East)



**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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		CHECKED -	NL	REVISED -	
PLOT SCALE =	1/8" = 1'-0" U.O.N.	DRAWN -	WC	REVISED -	
PLOT DATE =	4/28/2026	CHECKED -	JP	REVISED -	

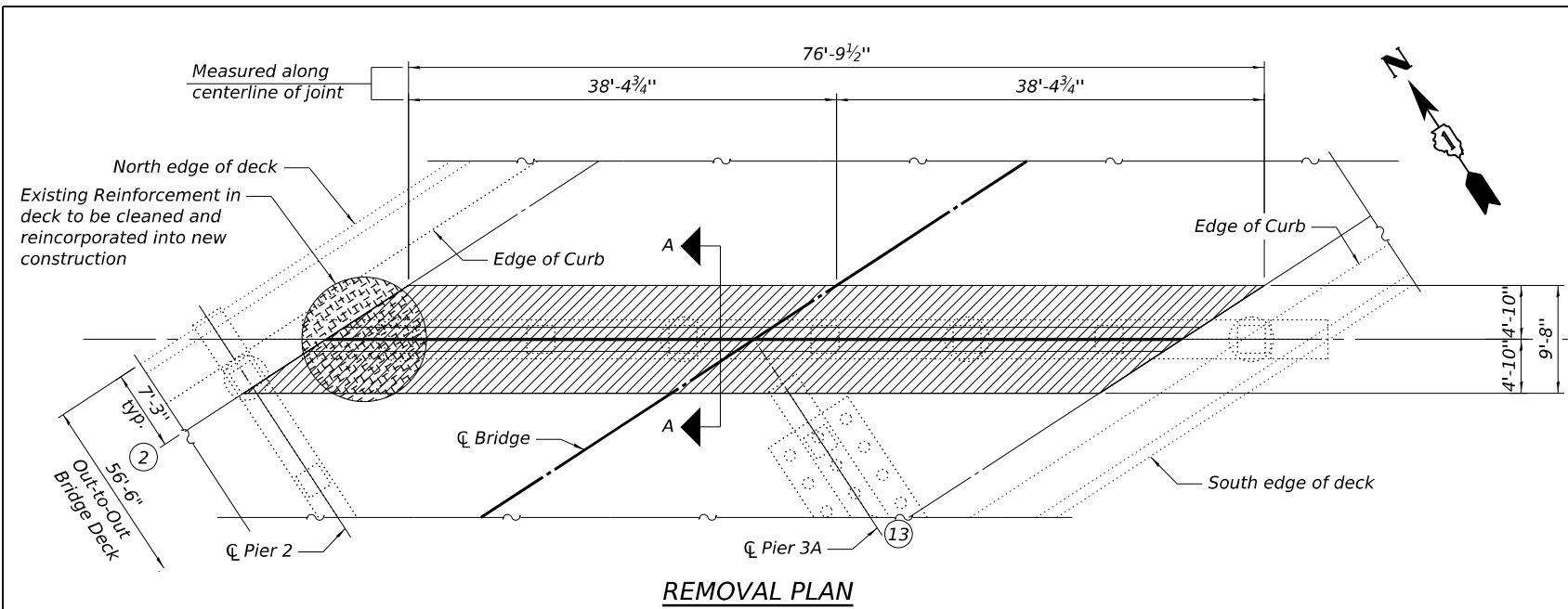
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER 3 CONNECTION DETAIL  
STRUCTURE NO. 016-0396

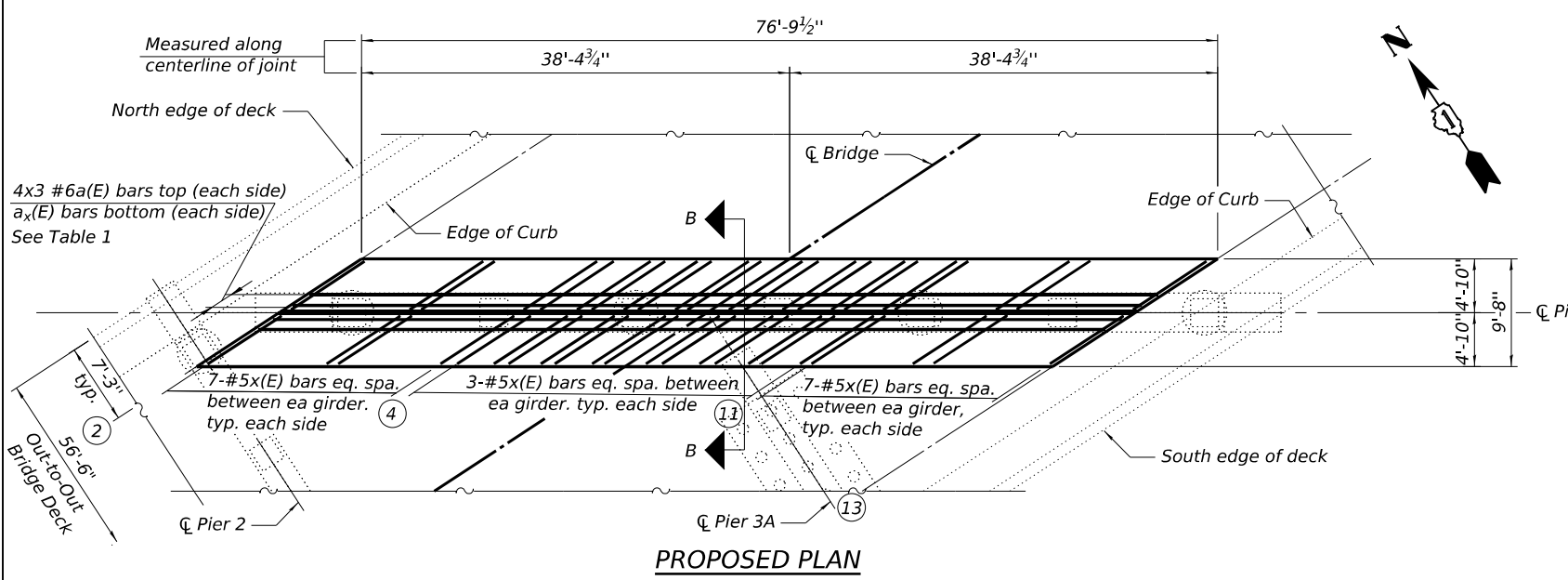
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 80C90	
		ILLINOIS FED. AID PROJECT		

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**REMOVAL PLAN**



**PROPOSED PLAN**

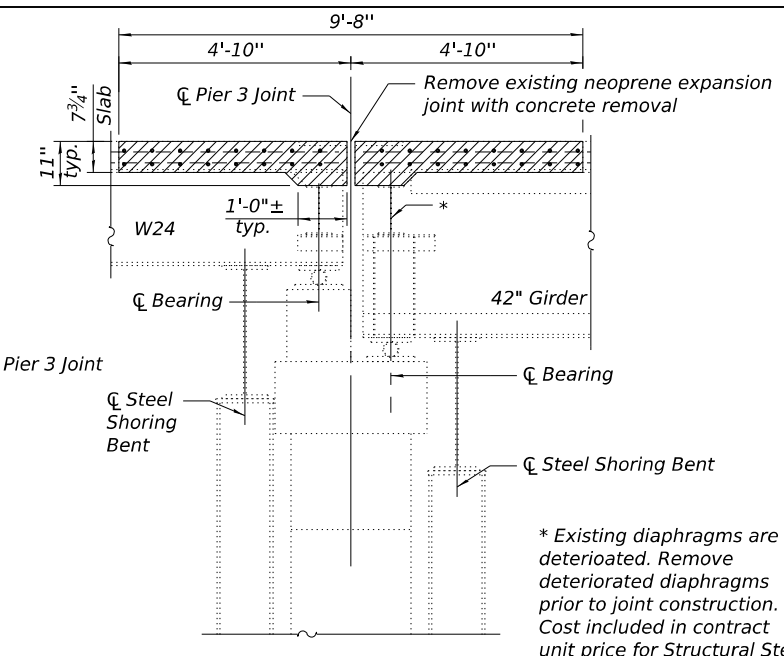
**NOTES:**  
 Existing reinforcement in deck shall be cleaned and incorporated into the new construction. Any bars damaged during Concrete Removal shall be repaired by the Contractor. Cost for cleaning and repairing reinforcement is included in the contract unit price for Concrete Removal.  
 Existing 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**

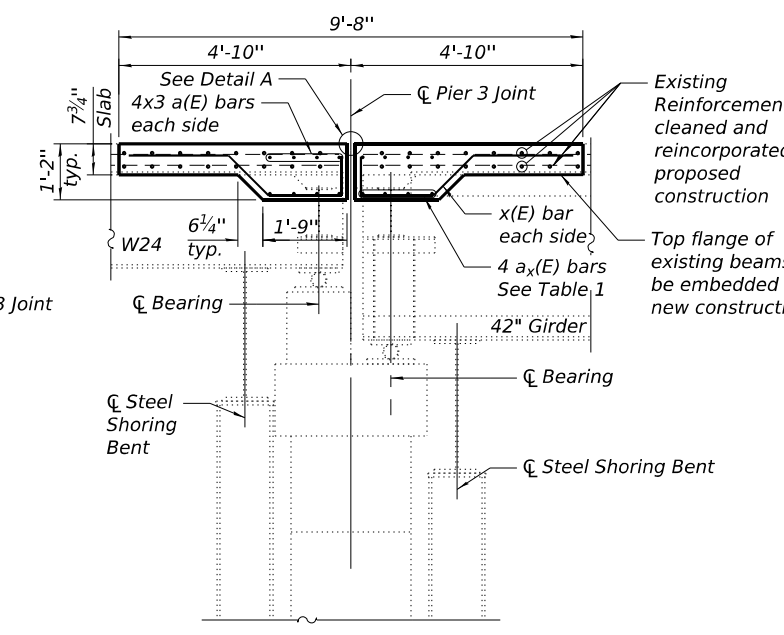
#6 Bar 4'-10"

**LEGEND**

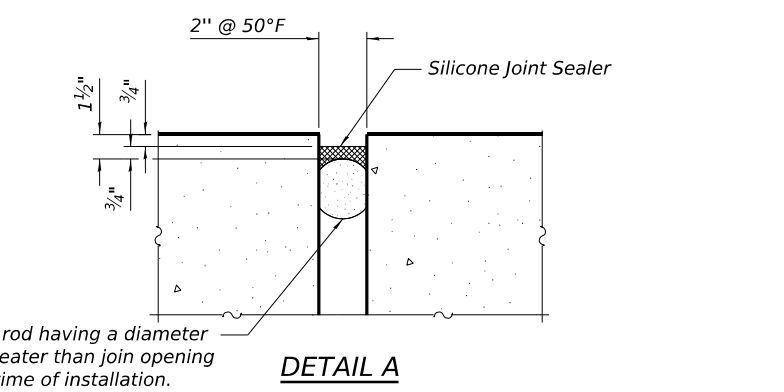
- # Girder Number Designation
- Concrete Removal



**SECTION A-A**



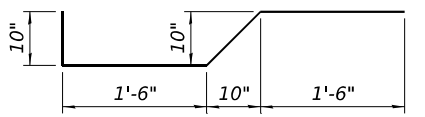
**SECTION B-B**



**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



USER NAME = FurlonCM	DESIGNED - CMF	REVISED -
PLOT SCALE = 1/8" = 1'-0" U.O.N.	CHECKED - NL	REVISED -
PLOT DATE = 4/28/2026	DRAWN - WC	REVISED -
	CHECKED - JP	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

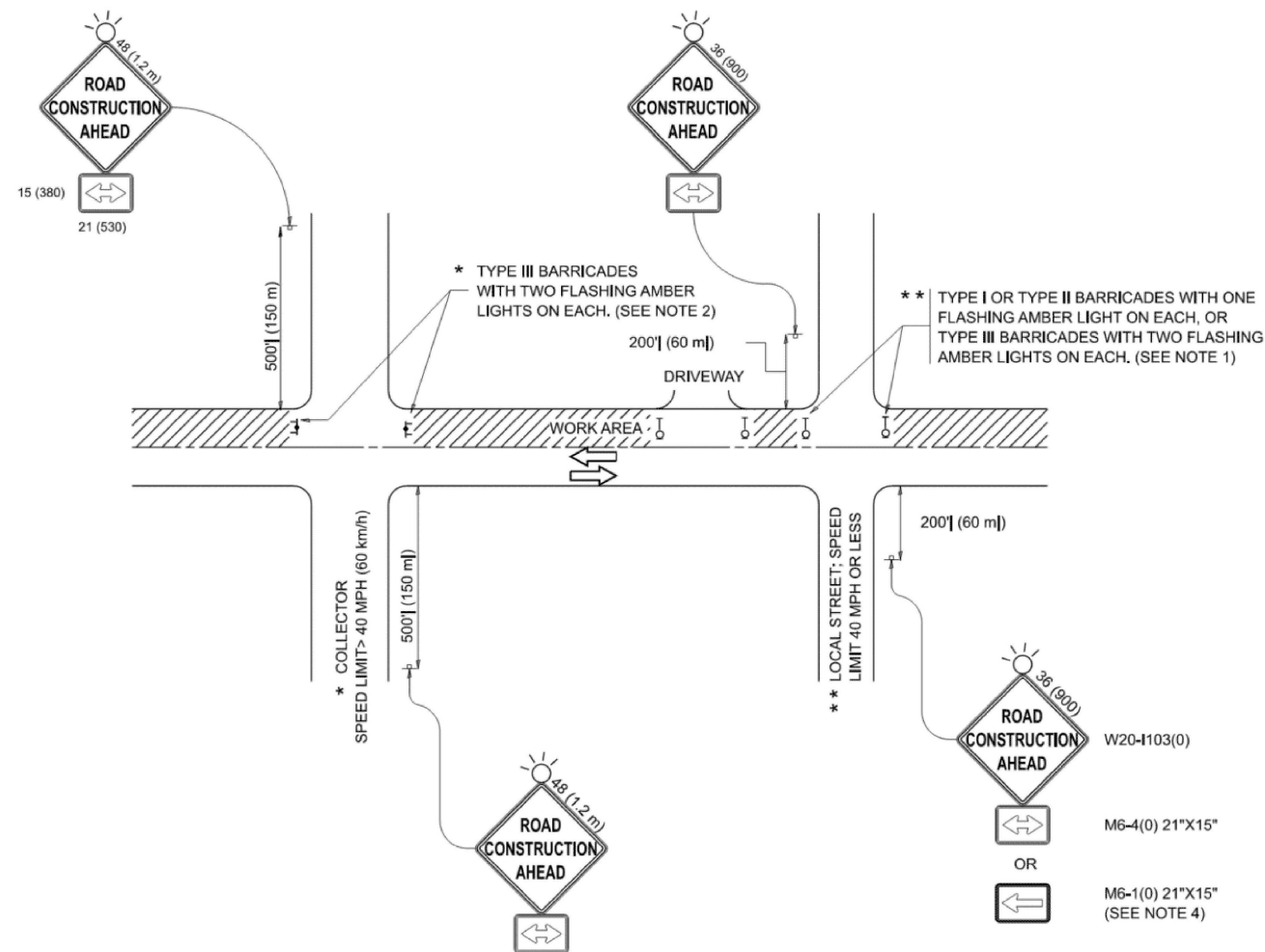
**PIER 3 JOINT REPLACEMENT  
 STRUCTURE NO. 016-0396**

SHEET NO. S16B OF S16 SHEETS

F.A.P. RTE. 391	SECTION (1616-VB-WPGM) BR25	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 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.



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

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

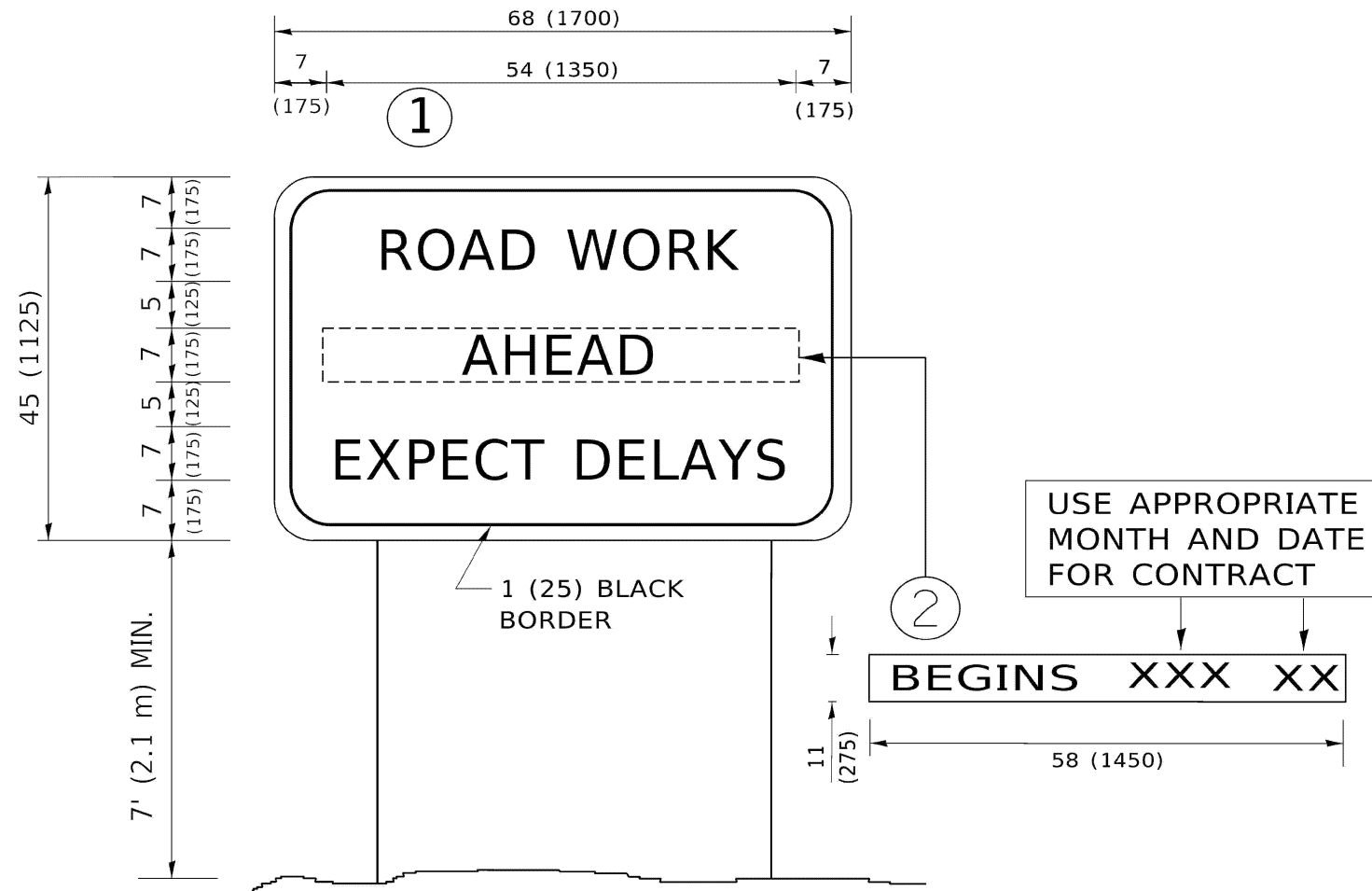
TRAFFIC CONTROL AND PROTECTION FOR SIDE  
 ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)

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

SHEET NO. 1 OF 1 SHEETS

ILLINOIS FED. AID PROJECT

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**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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	DRAWN -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 3/8/2026	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

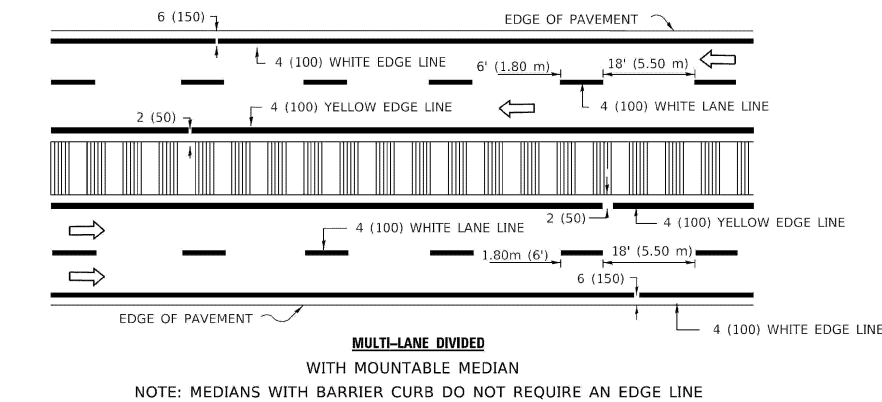
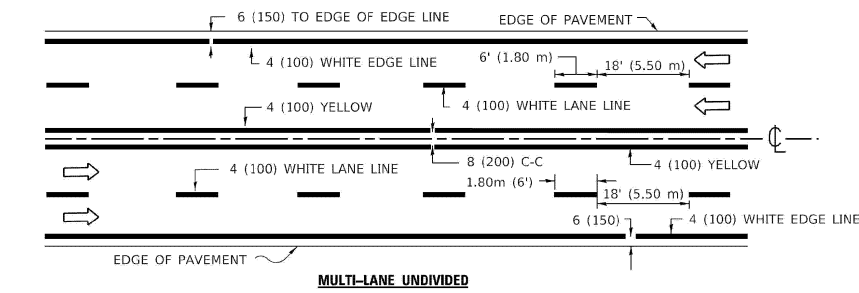
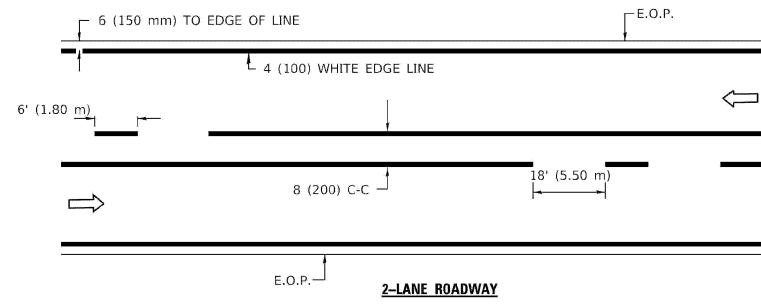
ARTERIAL ROAD  
 INFORMATION SIGN (TC-22)

SHEET NO. 1 OF 1 SHEETS

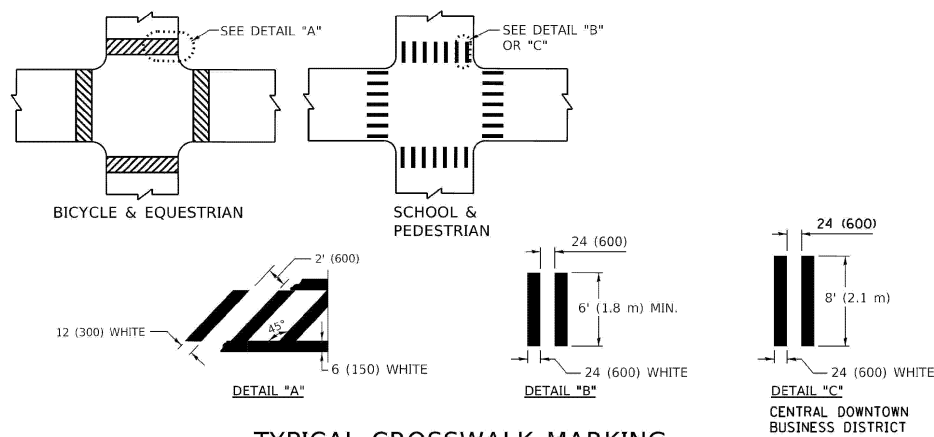
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CONTRACT NO. 80C90				

ILLINOIS FED. AID PROJECT

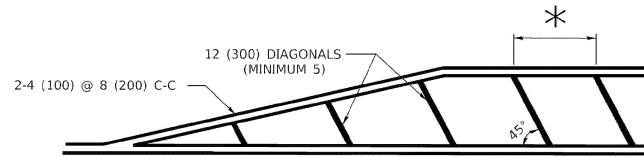
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**TYPICAL LANE AND EDGE LINE MARKING**

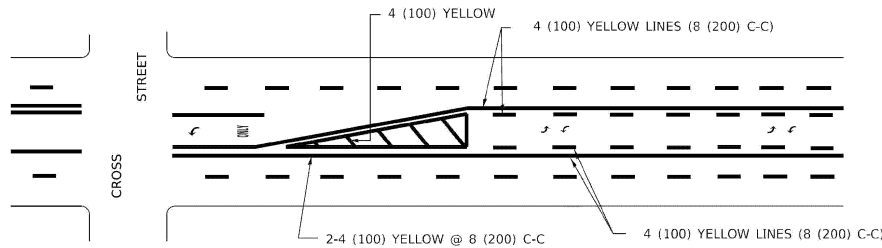


**TYPICAL CROSSWALK MARKING**

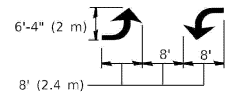


\* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
 \* DIAGONAL LINE SPACING: 20' (6.1 m) C-C

**PAINTED MEDIANS**

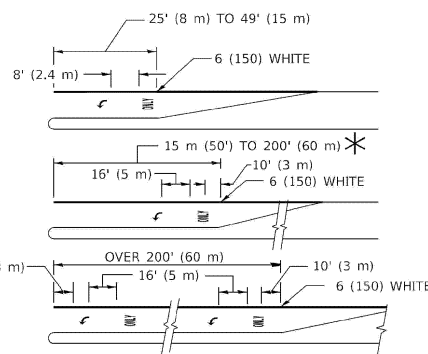
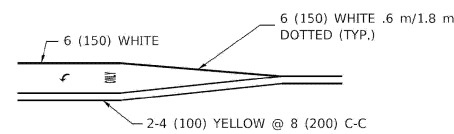


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



**MEDIAN WITH TWO-WAY LEFT TURN LANE**

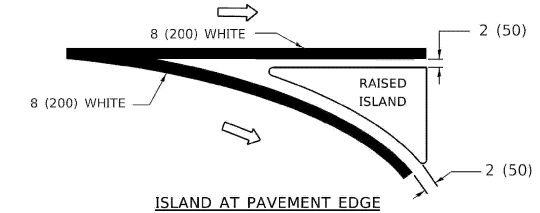
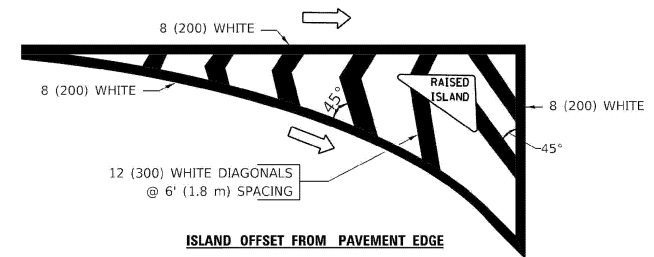
**TYPICAL PAINTED MEDIAN MARKING**



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.8 SQ. FT. (1.47 m<sup>2</sup>) ONLY AREA = 22.9 SQ. FT. (2.13 m<sup>2</sup>)  
 \* 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**



**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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )

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.



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PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 3/8/2026	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO  
 TYPICAL PAVEMENT MARKINGS (TC-24)

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				

SHEET NO. 1 OF 1 SHEETS