

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

\* 40 + 4 = 44 TOTAL SHEETS

D-91-176-26



PROJECT LOCATED IN:  
CITY OF CHICAGO

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

FOR INDEX OF SHEETS, SEE SHEET NO. 2

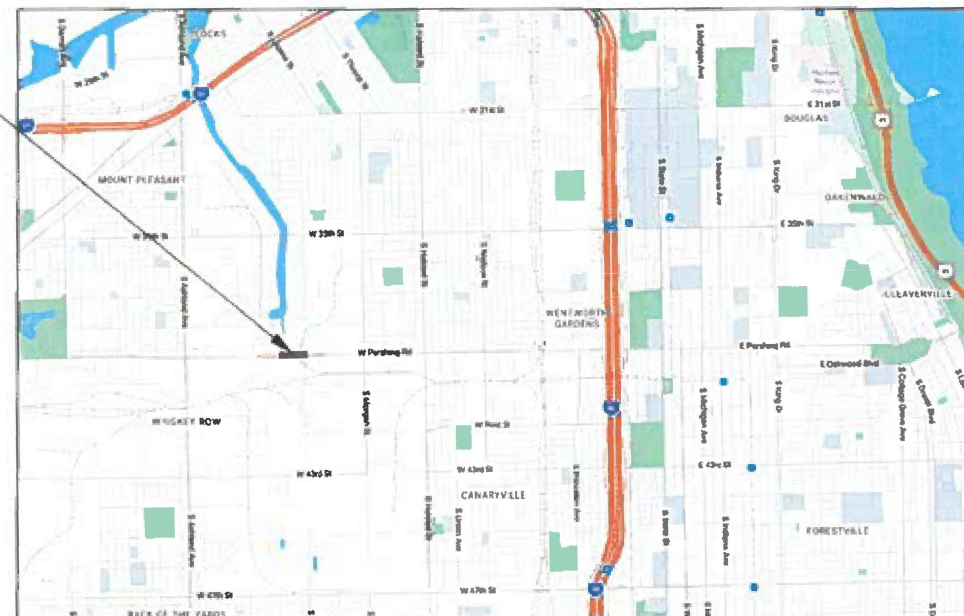
BRIDGE STRUCTURE  
EXISTING - SN 016-0396

**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

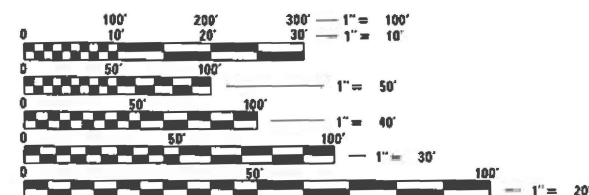


**LOCATION MAP**

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: DARBIT SHAH (847) 705-4755

CONTRACT NO. 80C90



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 9, 2026  
Jose Rios Jr.  
REGIONAL ENGINEER

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

May 8, 2026  
Charles J. [Signature]  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

REV-SEP

INDEX OF SHEETS

|        |                                                                                         |
|--------|-----------------------------------------------------------------------------------------|
| SHEET  |                                                                                         |
| 1      | COVER SHEET                                                                             |
| 2      | INDEX OF SHEETS, STANDARD DETAILS, & GENERAL NOTES                                      |
| 3-4    | SUMMARY OF QUANTITIES                                                                   |
| 5      | TYPICAL SECTIONS                                                                        |
| 6      | ROADWAY PLAN                                                                            |
| 7      | SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL - GENERAL NOTES & TYPICAL SECTIONS |
| 8      | SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL - STAGE - 1 DETOUR                 |
| 8A-8B  | DETOUR TRAFFIC SIGNAL TIMING                                                            |
| 9      | EXISTING UTILITY PLANS                                                                  |
| 10-15  | SUBSURFACE UTILITY ENGINEERING STUDY                                                    |
| 16-21  | PLAT OF HIGHWAYS                                                                        |
| 22-37B | BRIDGE REPAIR PLANS                                                                     |
| 38     | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)     |
| 39     | ARTERIAL ROAD INFORMATION SIGN (TC-22)                                                  |
| 40     | CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (TC-24)                                       |

DISTRICT ONE STANDARD DETAILS

|       |                                                                             |
|-------|-----------------------------------------------------------------------------|
| TC-10 | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS |
| TC-22 | ARTERIAL ROAD INFORMATION SIGN                                              |
| TC-24 | CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS                                   |

HIGHWAY STANDARDS

|           |                                                                            |
|-----------|----------------------------------------------------------------------------|
| 000001-09 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS                               |
| 001001-02 | AREAS OF REINFORCEMENT BARS                                                |
| 001006    | DECIMAL OF AN INCH AND OF A FOOT                                           |
| 701106-02 | OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY                           |
| 701427-05 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH |
| 701601-09 | URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN         |
| 701606-10 | URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN             |
| 701611-01 | URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN               |
| 701901-11 | TRAFFIC CONTROL DEVICES                                                    |
| 704001-08 | TEMPORARY CONCRETE BARRIER                                                 |
| 780001-05 | TYPICAL PAVEMENT MARKINGS                                                  |
| 782006-01 | GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS                      |

GENERAL NOTES

1.

ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2022.
2.

PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE/SHE MUST IMMEDIATELY REPORT THEM TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
3.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
4.

OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
5.

THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
6.

THE RESIDENT ENGINEER SHALL CONTACT ABDULLA ALI, AREA TRAFFIC FIELD ENGINEER, AT ABDULLA.ALI@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
7.

SIGNS SHALL NOT BE MOVED OR COVERED UNTIL PROGRESS OF WORK NECESSITATES IT.
8.

LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.
9.

SEE IDOT STANDARD DETAIL 780001, CITY OF CHICAGO TYPICAL PAVEMENT MARKING (TC-24), AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.
10.

THE CONTRACTOR SHALL COORDINATE WITH THE OFFICE OF UNDERGROUND COORDINATION (OUC) TO OBTAIN PERMITS/APPROVAL FROM THE CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF INFRASTRUCTURE MANAGEMENT PRIOR TO ANY EXCAVATION OR DEMOLITION ACTIVITIES WITHIN THE PUBLIC RIGHT-OF-WAY. COORDINATION AND PERMITTING WITH THE OUC SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE CONTRACT.
11.

THE CONTRACTOR SHALL COORDINATE STREET CLOSURES OR MAJOR WORK ZONES WITH THE CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF INFRASTRUCTURE MANAGEMENT PRIOR TO IMPLEMENTATION TO ENSURE CONFLICT COORDINATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR APPLYING FOR AND UPDATING ANY PERMITS RELATED TO LANE CLOSURE, WORK WITHIN PUBLIC WAY, AND/OR TRAFFIC CONTROL.
12.

THE CONTRACTOR SHALL CONTACT THE CTA TRAFFIC PLANNING AT LEAST TWO WEEKS PRIOR TO START OF WORK FOR CTA BUS SERVICE IMPACTS. CONTACT JACK CHALABIAN, TRAFFIC PLANNING COORDINATOR, AT JCHALABIAN@TRANSITCHICAGO.COM OR 312-681-4176.

MODEL: Default  
FILE NAME: p:\st\st-pw\benley.com\st\st-pw-01\Documents\DOT\4021035\90\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\Civil\ID180C90-shit-index.dgn

MODEL: Default  
FILE NAME: pw://stv-pw.bentley.com/stv-pw-01/Documents/IDOT/14021035190\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/Civil/ID180C90-sht-SOQ.dgn

| CODE NO.   | ITEM                                                                 | UNIT   | TOTAL QUANTITY | CONSTRUCTION CODE                    |                                |                                   |
|------------|----------------------------------------------------------------------|--------|----------------|--------------------------------------|--------------------------------|-----------------------------------|
|            |                                                                      |        |                | 80% FED<br>20% STATE<br>BRIDGE REHAB | 80% FED<br>20% STATE<br>SAFETY | 80% FED<br>20% STATE<br>UTILITIES |
|            |                                                                      |        |                | 0013                                 | 0021                           | 0043                              |
|            |                                                                      |        |                | 016-1423                             | URBAN                          | URBAN                             |
|            |                                                                      |        |                |                                      |                                |                                   |
| 50102400   | CONCRETE REMOVAL                                                     | CU YD  | 20             | 20                                   |                                |                                   |
|            |                                                                      |        |                |                                      |                                |                                   |
| 50157300   | PROTECTIVE SHIELD                                                    | SQ YD  | 150            | 150                                  |                                |                                   |
|            |                                                                      |        |                |                                      |                                |                                   |
| 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  | 61,340         | 61,340                               |                                |                                   |
|            |                                                                      |        |                |                                      |                                |                                   |
| 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                                      | CAL DA | 20             | 20                                   |                                |                                   |
|            |                                                                      |        |                |                                      |                                |                                   |
| 67100100   | MOBILIZATION                                                         | L SUM  | 1              | 1                                    |                                |                                   |
|            |                                                                      |        |                |                                      |                                |                                   |
| * 70107025 | CHANGEABLE MESSAGE SIGN                                              | CAL DA | 120            |                                      | 120                            |                                   |
|            |                                                                      |        |                |                                      |                                |                                   |

\*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.<br>RTE. | SECTION             | COUNTY                      | TOTAL<br>SHEETS | SHEET<br>NO. |
|----------------|---------------------|-----------------------------|-----------------|--------------|
| 391            | (1616-VB-WPGM) BR25 | COOK                        | 40              | 3            |
|                |                     | CONTRACT NO. 80C90          |                 |              |
|                |                     | ILLINOIS   FED. AID PROJECT |                 |              |

REV-SEP

MODEL: Default  
FILE NAME: pw://stv-pw.bentley.com/stv-pw-01/Documents/IDOT/1402103590\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/Civil/ID180C90-shl-SQC02.dgn

| CODE NO.   | ITEM                                                            | UNIT   | TOTAL QUANTITY | CONSTRUCTION CODE    |                      |                      |
|------------|-----------------------------------------------------------------|--------|----------------|----------------------|----------------------|----------------------|
|            |                                                                 |        |                | 80% FED<br>20% STATE | 80% FED<br>20% STATE | 80% FED<br>20% STATE |
|            |                                                                 |        |                | BRIDGE REHAB<br>0013 | SAFETY<br>0021       | UTILITIES<br>0043    |
|            |                                                                 |        |                | 016-1423             | URBAN                | URBAN                |
|            |                                                                 |        |                |                      |                      |                      |
| * 70400100 | TEMPORARY CONCRETE BARRIER                                      | FOOT   | 1,912.5        |                      | 1,912.5              |                      |
|            |                                                                 |        |                |                      |                      |                      |
| * 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                  |
|            |                                                                 |        |                |                      |                      |                      |
| *          |                                                                 |        |                |                      |                      |                      |
|            |                                                                 |        |                |                      |                      |                      |
| X5051203   | STRUCTURAL STEEL REMOVAL                                        | L SUM  | 1              | 1                    |                      |                      |
|            |                                                                 |        |                |                      |                      |                      |
| X5051206   | STRUCTURAL STEEL REPAIR                                         | POUND  | 320            | 320                  |                      |                      |
|            |                                                                 |        |                |                      |                      |                      |
| X6700407   | ENGINEER'S FIELD OFFICE, TYPE A (D1)                            | 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                    |                      |                      |
| Z0073410   | TEMPORARY SUPPORT SYSTEM, LOCATION 1                            | EACH   | 1              | 1                    |                      |                      |
| Z0021908   | SILICONE JOINT SEALER, 2"                                       | FOOT   | 77             | 77                   |                      |                      |
| Z0073420   | TEMPORARY SUPPORT SYSTEM, LOCATION 2                            | EACH   | 1              | 1                    |                      |                      |
|            |                                                                 |        |                |                      |                      |                      |
| Z0073430   | TEMPORARY SUPPORT SYSTEM, LOCATION 3                            | EACH   | 1              | 1                    |                      |                      |
| Z0073200   | TEMPORARY SHORING AND CRIBBING                                  | EACH   | 9              | 9                    |                      |                      |
| Z0073431   | TEMPORARY SUPPORT SYSTEM, LOCATION 4                            | EACH   | 1              | 1                    |                      |                      |

\*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

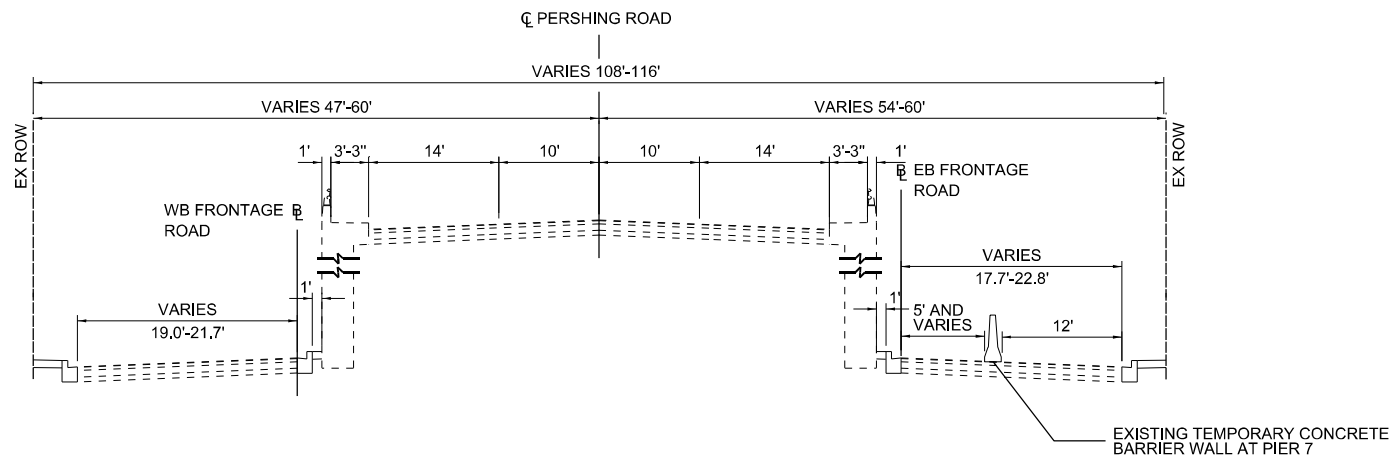
SUMMARY OF QUANTITIES  
PERSHING ROAD

SHEET NO. 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 |                     |        |              |           |

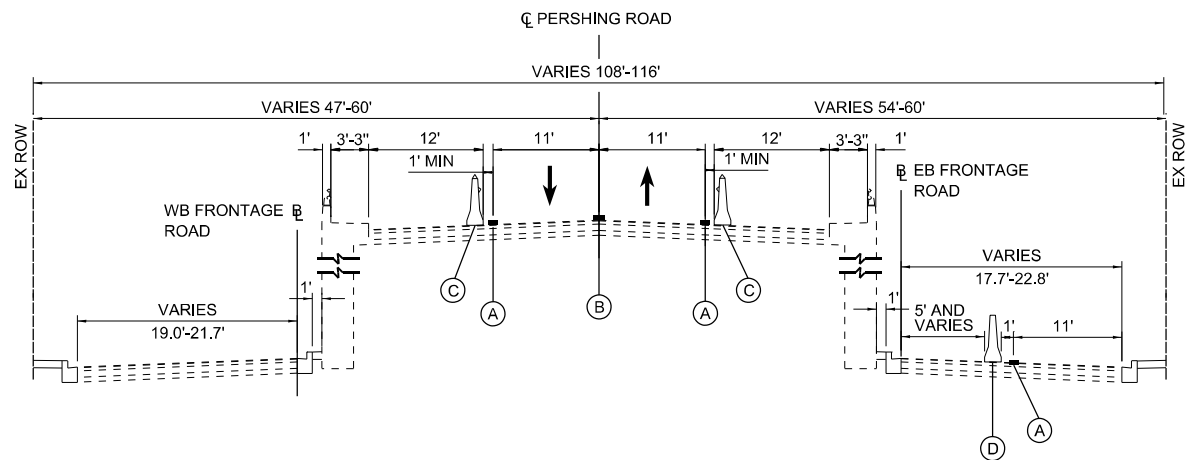


MODEL: Default  
FILE NAME: p:\sv-pw\benlley.com\sv-pw-01\Documents\DOT\4021035190\_CAD Models and Sheets\04\_CJ\_Bridge/Repair Plans\Civil\180C90-shr-tp.dgn



**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"



|            |   |           |          |           |         |   |
|------------|---|-----------|----------|-----------|---------|---|
| USER NAME  | = | FurtonCM  | DESIGNED | DW        | REVISED | - |
|            |   |           | 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 |           |

MODEL: Default  
FILE NAME: p:\v\sv-pw-bentley.com\st-v-pw-01\Documents\DOT\402103590\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\Civil\180C90-shr-pmk.dgn

6/20/2026 12:11:42 AM



|            |    |           |
|------------|----|-----------|
| USER NAME  | =  | ParkK     |
| DESIGNED   | DW |           |
| DRAWN      | AL |           |
| PLOT SCALE | =  |           |
| CHECKED    | KP |           |
| PLOT DATE  | =  | 6/20/2026 |
| DATE       |    | 6/19/2026 |

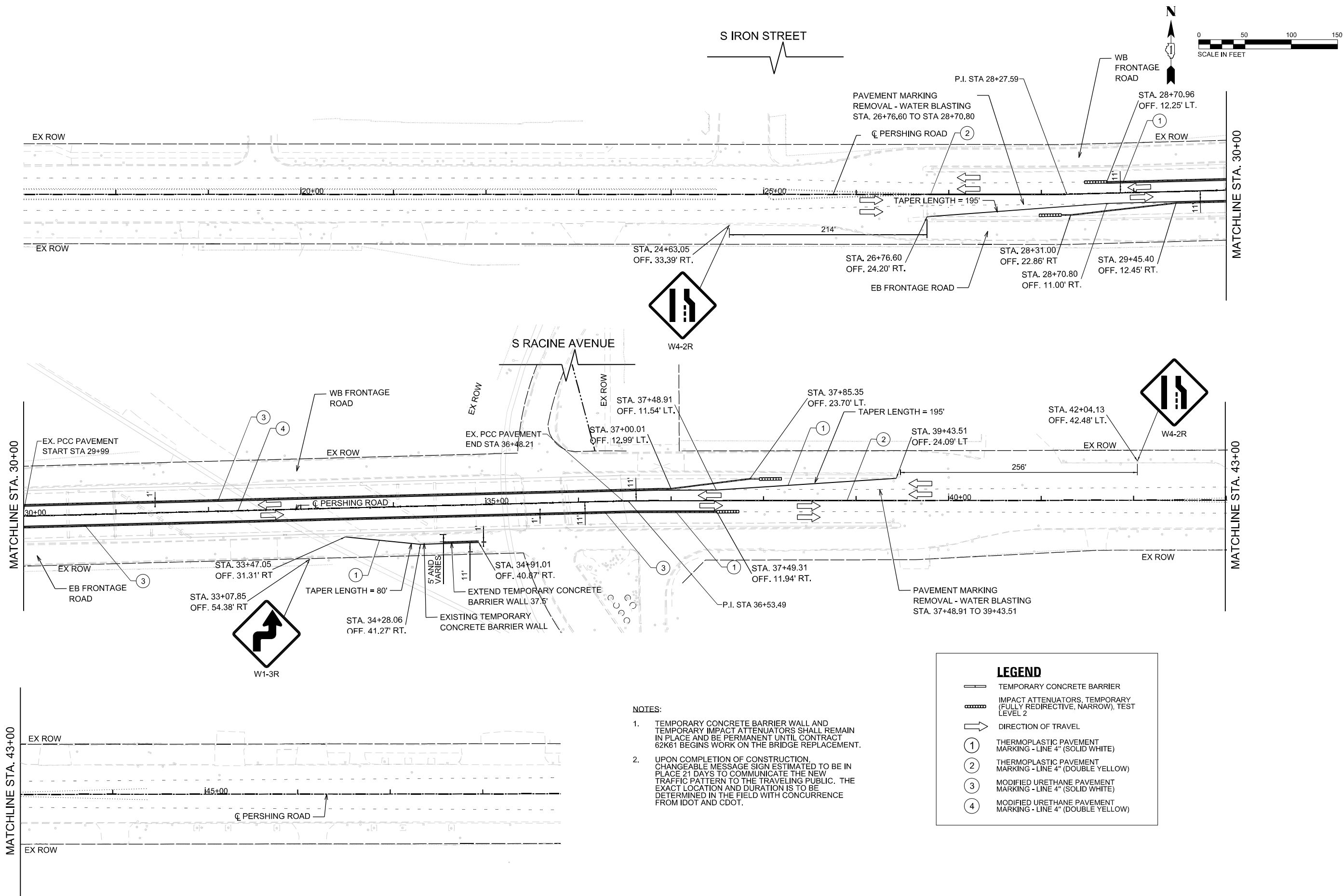
|         |   |  |
|---------|---|--|
| REVISED | - |  |
| REVISED | - |  |
| REVISED | - |  |
| REVISED | - |  |

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-WPGM) BR25 | COOK   | 40           | 6         |
| CONTRACT NO. 80C90        |                     |        |              |           |
| ILLINOIS FED. AID PROJECT |                     |        |              |           |



MAINTENANCE OF TRAFFIC NOTES

1.

THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE SPECIAL PROVISIONS, STATE STANDARDS, STANDARD SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER.
2.

THE ENGINEER SHALL BE INFORMED 72 HOURS IN ADVANCE OF ANY CHANGE IN TRAFFIC STAGING.
3.

TRAFFIC CONTROL DEPICTED ON THE MAINTENANCE OF TRAFFIC PLANS IS THE MINIMUM REQUIREMENT. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER AT NO ADDITIONAL COST.
4.

THE EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN, INCLUDING DETOUR PLAN, SHALL BE REMOVED, COVERED, AND/OR RE-ERECTED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
5.

THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN, AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR DETOUR PLAN. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DETOUR SIGNING.
6.

EXISTING TRAFFIC CONTROL DEVICES WITHIN THE LIMITS OF CONSTRUCTION ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. ANY DAMAGED SIGNS CAUSED BY CONTRACTOR WORK SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
7.

WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJACENT RESIDENTIAL AREAS.
8.

THE CONTRACTOR SHALL MAINTAIN EXISTING ROADWAY LIGHTING DURING THE DURATION OF THE PROJECT.
9.

TEMPORARY INFORMATION SIGNING IS TO BE REMOVED AFTER STAGE 1 IS COMPLETE.
10.

THE CONTRACTOR IS REQUIRED TO INSTALL CHANGEABLE MESSAGE SIGNS AT LEAST TWO (2) WEEKS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING THE DETOUR PLAN, AT LOCATIONS DETERMINED IN THE FIELD BY THE ENGINEER.
11.

THE CONTRACTOR IS REQUIRED TO COORDINATE BUS STOPS AND/OR BUS DETOURS WITH CHICAGO TRANSIT AUTHORITY (CTA) TWO (2) WEEKS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING THE DETOUR PLAN.
12.

THE CONTRACTOR IS REQUIRED TO NOTIFY CHICAGO DEPARTMENT OF TRANSPORTATION (CDOT) A MINIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING THE DETOUR PLAN, AND SUBMIT A SCHEDULE OF WORK TO CDOT, WHICH INCLUDES THE EXPECTED DURATION OF THE DETOUR. THE CONTRACTOR SHALL OBTAIN THE NECESSARY CDOT PERMITS TO IMPLEMENT THE TRAFFIC CONTROL PLAN, INCLUDING DETOUR PLAN. IF REQUESTED BY CDOT, ADDITIONAL SIGNS MAY BE REQUIRED AND SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST.
13.

THE CONTRACTOR SHALL MAINTAIN LOCAL ACCESS ONLY TO BUSINESSES AND RESIDENCES ALONG PERSHING ROAD AT ALL TIMES DURING CONSTRUCTION, INCLUDING ACCESS TO DRIVEWAYS AND ENTRANCES.
14.

ALL MATERIAL STORAGE, LAYDOWN, AND OTHER SIMILAR AREAS TO BE IDENTIFIED BY THE CONTRACTOR AND APPROVED BY ENGINEER PRIOR TO BEGINNING CONSTRUCTION.
15.

THE CONTRACTOR SHALL COORDINATE WITH CDOT PROJECT COORDINATION OFFICE (PCO) FOR ALL TRAFFIC IMPACTS RELATED TO EVENTS IN THE VICINITY OF THE PROJECT, INCLUDING BUT NOT LIMITED TO RATE FIELD AND ITS ASSOCIATED PARKING LOTS AND EVENT OPERATIONS.

STAGE 1 – DETOUR

TRAFFIC

1.

EASTBOUND AND WESTBOUND PERSHING ROAD WILL BE FULLY CLOSED AT THE BRIDGE OVER RACINE AVENUE AND NORFOLK SOUTHERN RAILROAD. THE EASTBOUND AND WESTBOUND FRONTAGE ROADS WILL BE CLOSED TO THRU TRAFFIC. ALL LOCAL ACCESS TO DRIVEWAYS AND COMMERCIAL ENTRANCES SHALL REMAIN OPEN AT ALL TIMES DURING CONSTRUCTION.
2.

NORTHBOUND AND SOUTHBOUND RACINE AVENUE WILL REMAIN OPEN DURING CONSTRUCTION WITH NO ACCESS TO PERSHING ROAD FRONTAGE ROADS. RIGHT AND LEFT TURNS OFF NORTHBOUND AND SOUTHBOUND RACINE AVENUE ONTO PERSHING ROAD FRONTAGE ROADS WILL NOT BE ALLOWED DURING CONSTRUCTION.

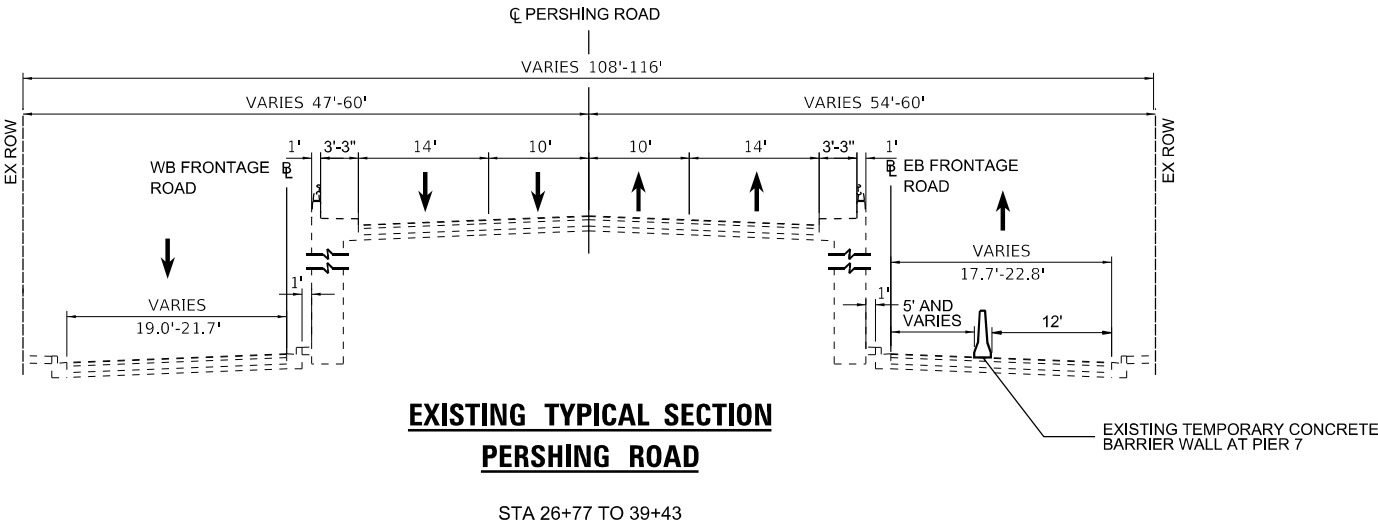
CONSTRUCTION

1.

CONSTRUCTION SHALL INCLUDE THE INSTALLATION OF ALL SHORING TOWERS, JOINT REPLACEMENT, AND ALL OTHER NECESSARY STRUCTURAL REPAIRS. REFER TO STRUCTURAL PLANS FOR DETAILS.
2.

CONSTRUCTION SHALL INCLUDE THE INSTALLATION OF CONCRETE BARRIER, PAVEMENT MARKINGS, IMPACT ATTENUATORS, AND ALL OTHER NECESSARY ROADWAY ELEMENTS. REFER TO ROADWAY PLANS FOR DETAILS.
3.

CONSTRUCTION MAY OCCUR OVERNIGHT AND/OR DURING DAYTIME HOURS, AND IS SUBJECT TO IDOT AND CDOT APPROVAL.



MODEL: Default  
FILE NAME: pw://stx-pw.bentley.com/stx-pw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/Civil/D180C90-sh1-staging-notes.dgn



|            |   |           |          |           |
|------------|---|-----------|----------|-----------|
| USER NAME  | = | BligraS   | DESIGNED | DW        |
|            |   |           | DRAWN    | AL        |
| PLOT SCALE | = |           | CHECKED  | KP        |
| PLOT DATE  | = | 4/24/2026 | DATE     | 4/16/2026 |

|         |   |
|---------|---|
| REVISED | - |
| REVISED | - |
| REVISED | - |
| REVISED | - |

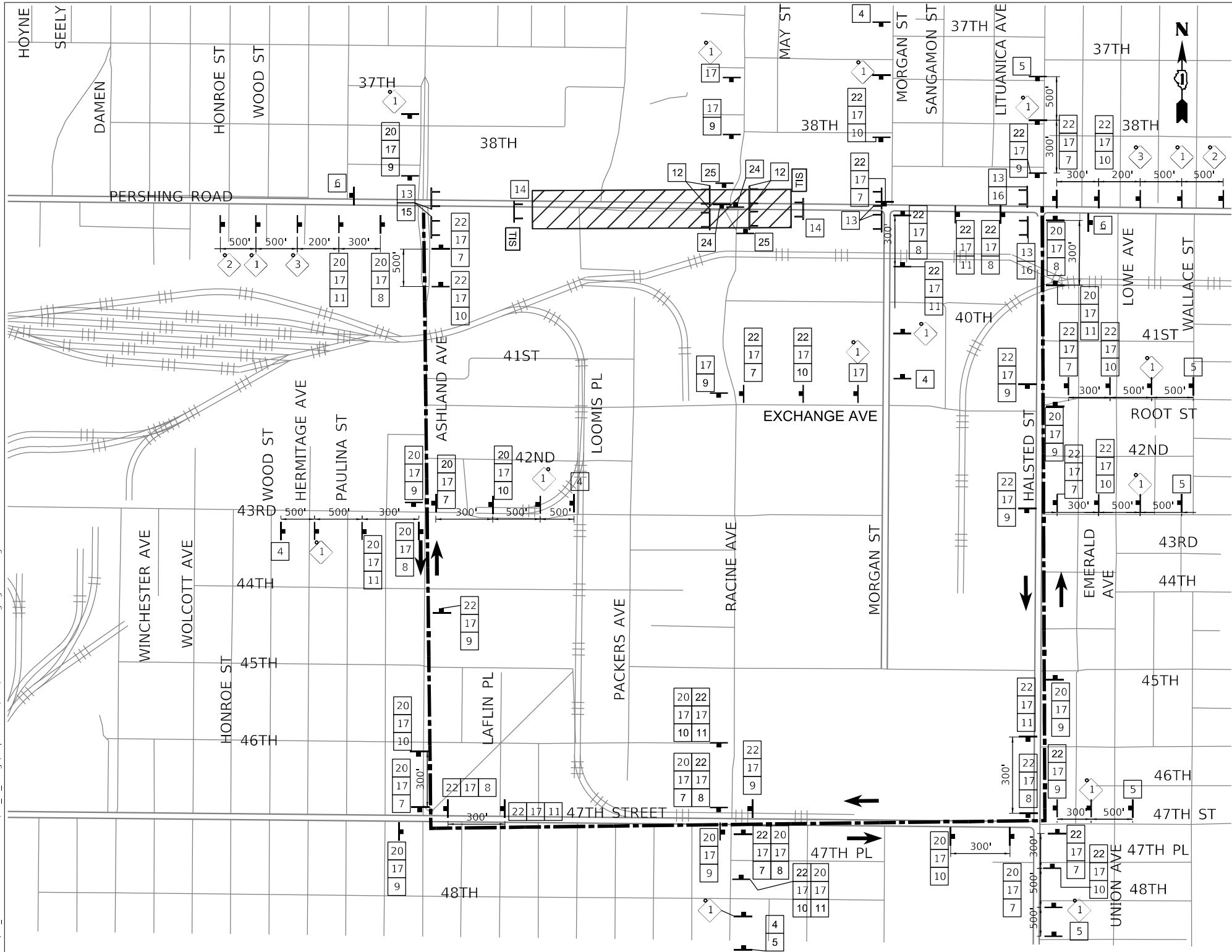
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL  
GENERAL NOTES & TYPICAL SECTIONS

SHEET NO. 1 OF 2 SHEETS

| F.A.P. RTE.        | SECTION             | COUNTY   | TOTAL SHEETS     | SHEET NO. |
|--------------------|---------------------|----------|------------------|-----------|
| 391                | (1616-VB-WPGM) BR25 | COOK     | 40               | 7         |
| CONTRACT NO. 80C90 |                     |          |                  |           |
|                    |                     | ILLINOIS | FED. AID PROJECT |           |

MODEL: Default  
FILE NAME: p:\st\pw-pw-bentley.com\st\pw-01\Documents\IDOT\402-1035\90\_CAD Models and Sheets\04\_C1\_Bridge\Repair Plans\Civil\180C90-shr-staging-detour.dgn



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

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

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-I(O)-6036 (CUSTOM SIGN) | 16       |         | M4-10L(O)-4818                                                   |
| 5        |      | R11-I(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                                                        |

STAGE 1 - DETOUR

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL  
DETOUR PLAN – PERSHING ROAD

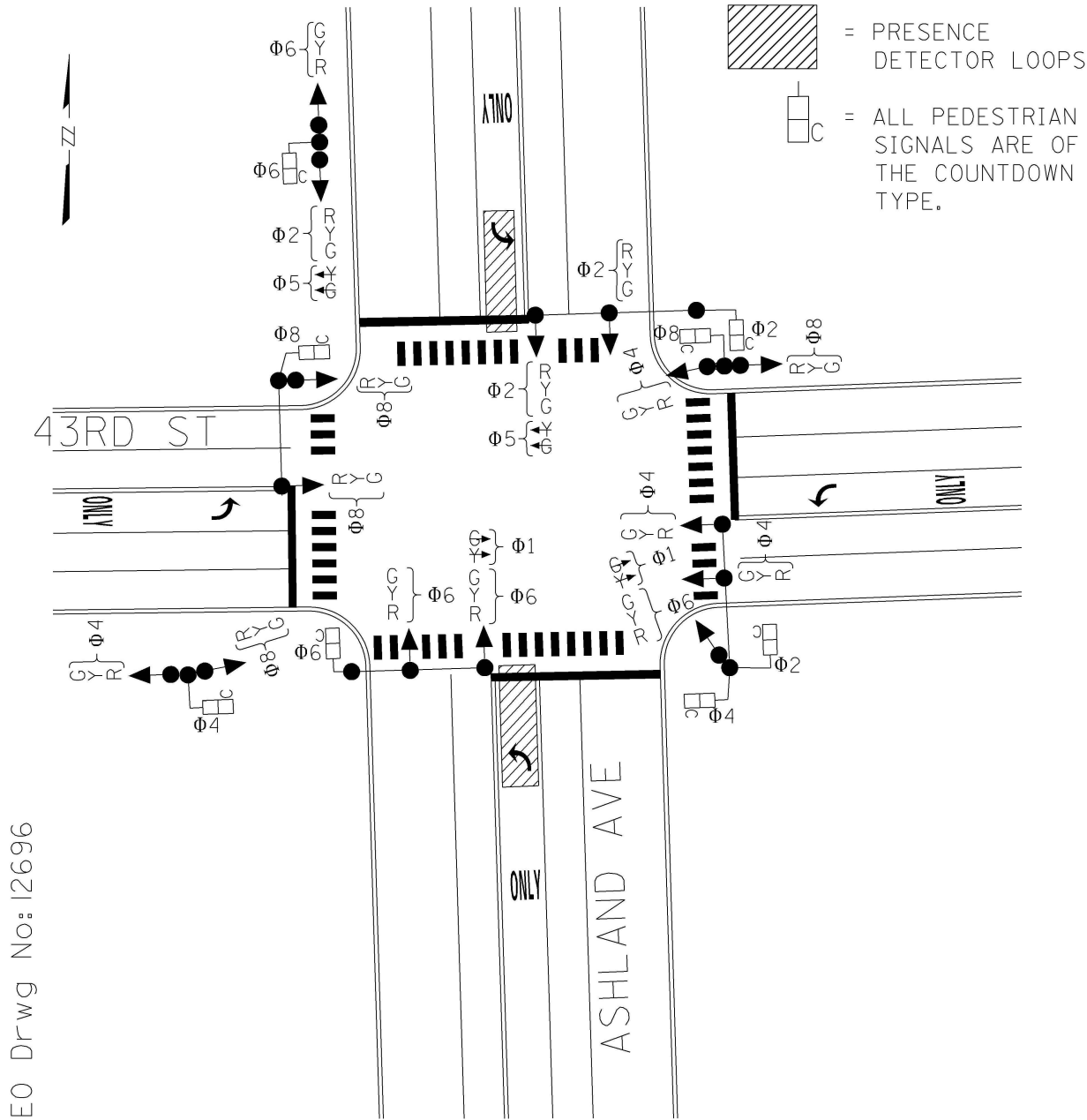
SHEET NO. 2 OF 2 SHEETS

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



4/24/2026 4:58:08 PM

| 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<br>MONDAY - FRIDAY |                                                                       |
| 3    | 110"         | 52"    | 3:00 PM TO 7:00 PM<br>MONDAY - FRIDAY  | ALL ARROWS AND<br>WALK/DON'T WALK<br>OFF                              |
| 4    |              |        |                                        |                                                                       |
|      |              |        |                                        | START UP FROM<br>FLASH: 6" OF ALL<br>RED, THEN GREEN FOR<br>Ø 2 & Ø 6 |



S. ASHLAND AVE & W. 43RD ST

DIAL 1

|                      | PHASE    |       |      |     |      |       |      |     |
|----------------------|----------|-------|------|-----|------|-------|------|-----|
| PHASE NUMBER         | 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    |       |      |     |      |       |      |     |
|----------------------|----------|-------|------|-----|------|-------|------|-----|
| PHASE NUMBER         | 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    |       |      |     |      |       |      |     |
|----------------------|----------|-------|------|-----|------|-------|------|-----|
| PHASE NUMBER         | 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

DESIGNED BY:

REVIEWED BY:

NAME: S. MISZTAL  
APPROVED BY:

TRAFFIC ENGINEER

APPROVED BY:

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

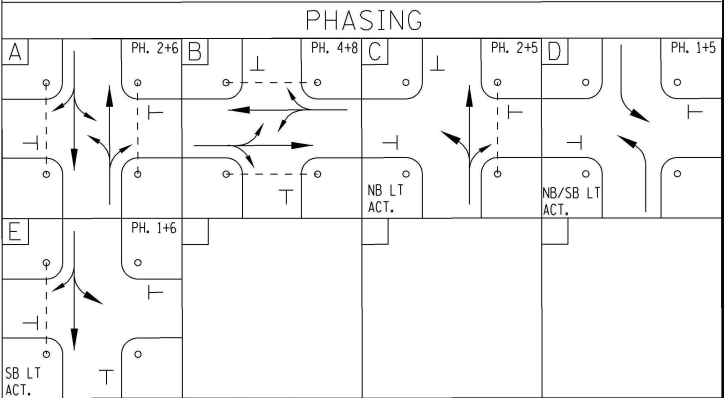
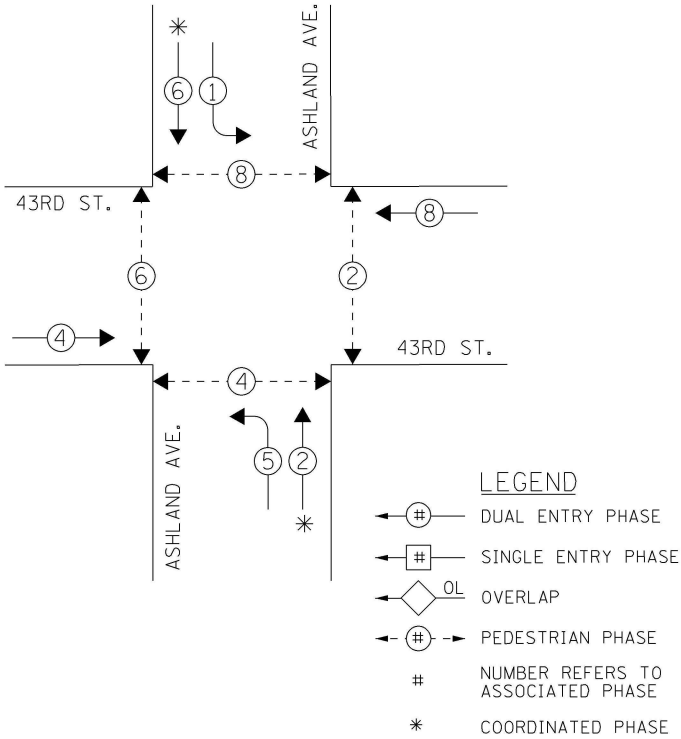
TRAFFIC ENGINEER

DATE:

SHEET: 1 OF 1

SENT:

INSTALLED:



MODEL: Default  
FILE NAME: pwr://stvr-pw.bentley.com/stvr-pw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/Civil/Temp\_Signal\_Timing/D180C90-sht-signal\_tmnings.dgn

DEO Drwg No: 12696



DB STERLIN  
CONSULTANTS INC

|              |           |          |  |           |  |
|--------------|-----------|----------|--|-----------|--|
| USER NAME =  | BillgraS  | DESIGNED |  | REVISED - |  |
|              |           | DRAWN    |  | REVISED - |  |
| PLOT SCALE = |           | CHECKED  |  | REVISED - |  |
| PLOT DATE =  | 4/27/2026 | 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.<br>RTE.            | SECTION             | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|---------------------------|---------------------|--------|-----------------|--------------|
| 391                       | (1616-VB-WPGM) BR25 | COOK   | 40              | 8A           |
| CONTRACT NO. 80C90        |                     |        |                 |              |
| ILLINOIS FED. AID PROJECT |                     |        |                 |              |



DESIGNED: SEM

APPROVED: DJB

CONSULTANT: TRANSMART

DATE: 1-24-2024

CITY OF CHICAGO  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY

---

DETOUR TRAFFIC SIGNAL TIMING SCHEDULE

---

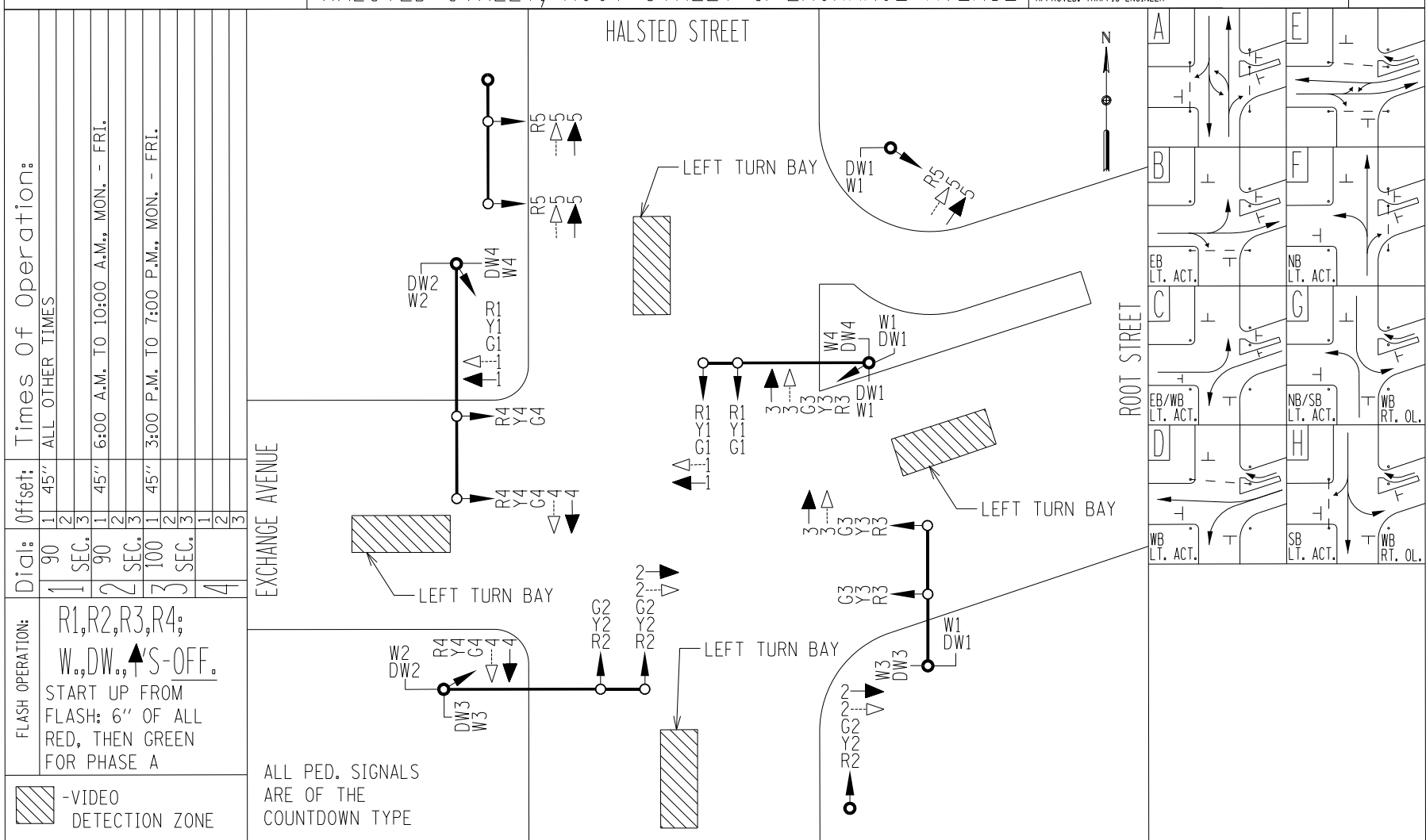
HALSTED STREET, ROOT STREET & EXCHANGE AVENUE

4134 S. / 800 W.

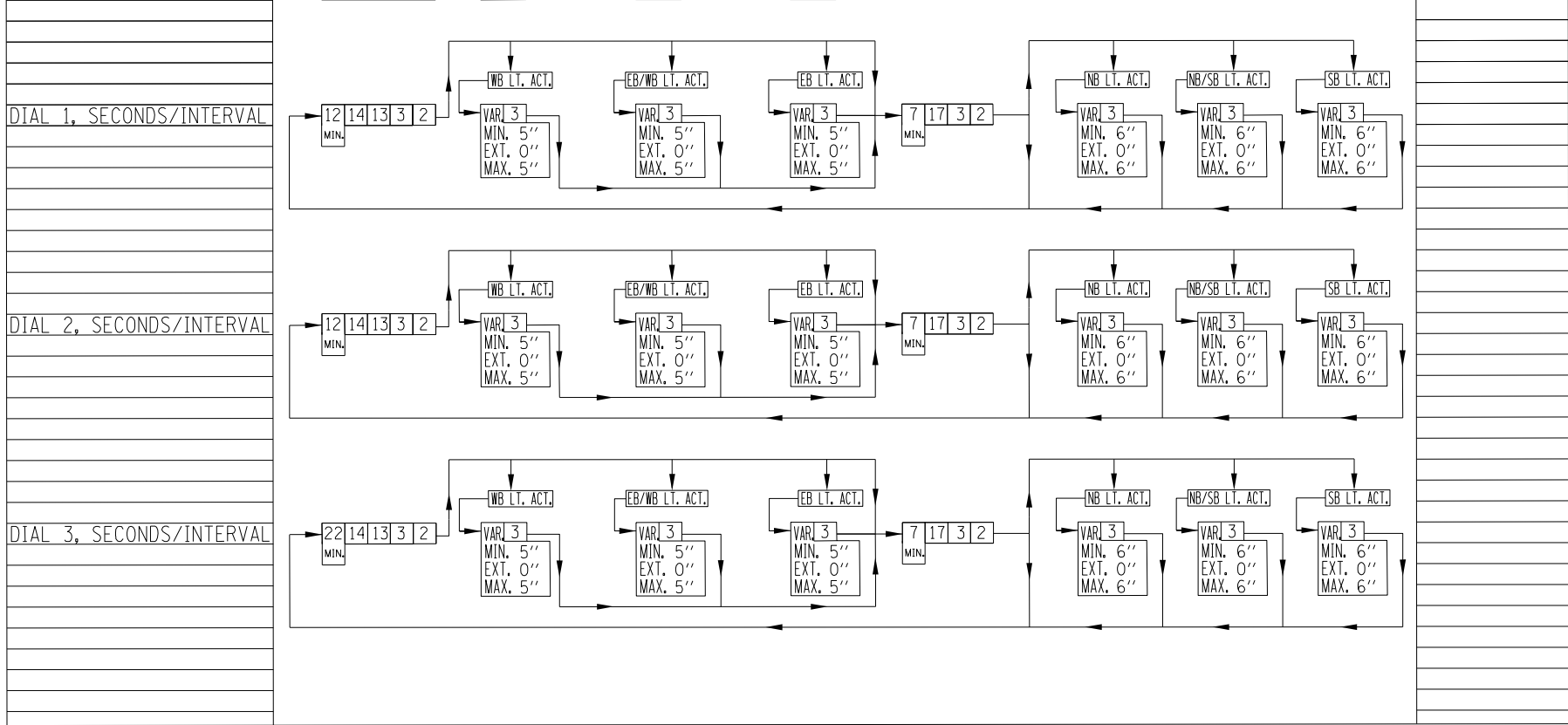
REVIEWED: TRAFFIC ENGINEER

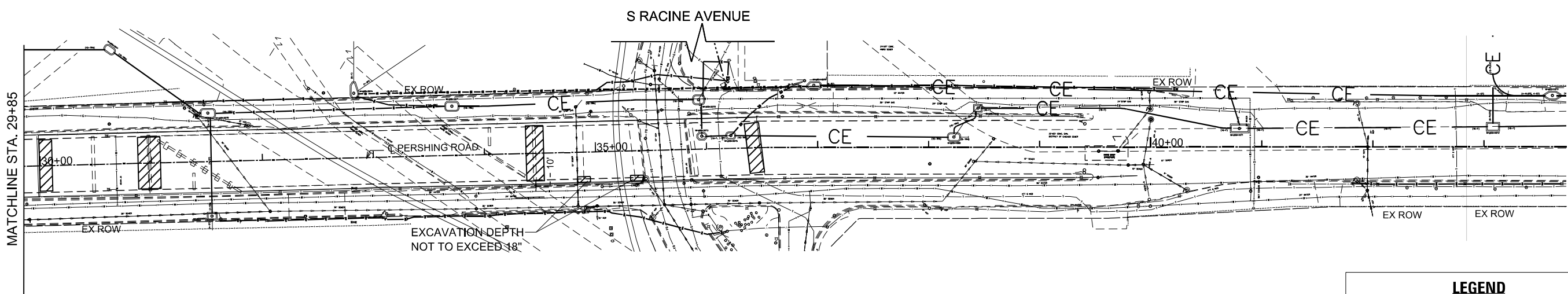
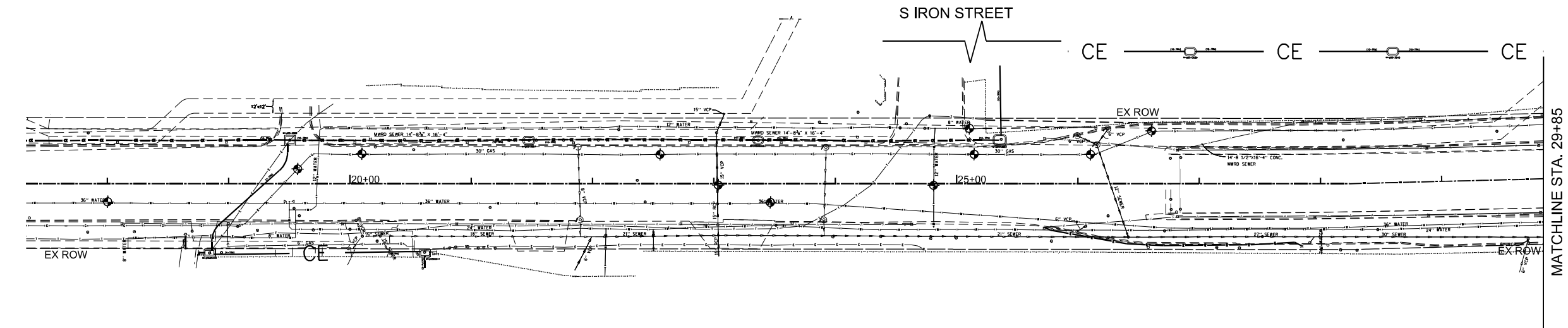
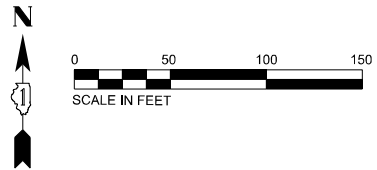
APPROVED: TRAFFIC ENGINEER

SHEET 1 OF 1  
11" X 17"



| SIGNAL INDICATIONS:        | PHASE: INTERVAL: | A |   |   |   |   | B |   | C |   | D  |    | E  |    |    |    |    | F  |    | G  |    | H  |       | DATE |
|----------------------------|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|-------|------|
|                            |                  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | SENT: |      |
| HALSTED ST. (NB.)          | G1               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | Y1               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | R1               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | " LT. GA. ◀-1    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | " LT. YA. ◀---1  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| HALSTED ST. (SB.)          | G2               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | Y2               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | R2               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | " LT. GA. ◀-2    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | " LT. YA. ◀---2  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| EXCHANGE AVE. (EB.)        | G3               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | Y3               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | R3               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | " LT. GA. ◀-3    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | " LT. YA. ◀---3  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| ROOT ST. (WB.)             | G4               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | Y4               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | R4               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | " LT. GA. ◀-4    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | " LT. YA. ◀---4  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| ROOT ST. (WB.) RT. GA. ▶-5 | G5               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | " RT. YA. ▶---5  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| "                          | R5               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| WALK (E. XWALK.)           | W1               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| DON'T WALK                 | DW1              |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| WALK (W. XWALK.)           | W2               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| DON'T WALK                 | DW2              |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| WALK (S. XWALK.)           | W3               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| DON'T WALK                 | DW3              |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| WALK (N. XWALK.)           | W4               |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |
| DON'T WALK                 | DW4              |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |       |      |

[illegible]



LEGEND

EXCAVATION DEPTH NOT TO EXCEED 5'

SUE QUALITY LEVEL A

NOTES

1. 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.

2. 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.
3. 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.

4. 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.
5. 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.

6. 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.

MODEL: Default  
FILE NAME: p:\p\sv-pw-bentley.com\st-v-pw-01\Documents\DOT\4021035f90\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\Civil\180C90-EX\Utilisn-pmk

MODEL: Default  
FILE NAME: pw://stvp-pw-bentley.com/stvp-pw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/Civil/ID180C90-sh-SUE-01.dgn



MODEL: Default  
FILE NAME: pw://stb-pw.bentley.com:stb-pw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/Civil/D180C90-sht-SUE-02.dgn



3/6/2026 4:57:50 PM

MODEL: Default  
FILE NAME: pw://stb-pw.bentley.com:stb-pw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/Civil/D180C90-sht-SUE-03.dgn

|                                |                                                                                     |                          |              |             |                                                   |                                                       |                             |                     |        |                 |              |
|--------------------------------|-------------------------------------------------------------------------------------|--------------------------|--------------|-------------|---------------------------------------------------|-------------------------------------------------------|-----------------------------|---------------------|--------|-----------------|--------------|
| MODEL: Defra<br>FILE NAME: pwr |  | USER NAME   =   LaunIA   | DESIGNED   - | REVISED   - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | SUBSURFACE UTILITY ENGINEERING STUDY<br>PERSHING ROAD | F.A.P.<br>RTE.              | SECTION             | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|                                |                                                                                     |                          | DRAWN   -    | REVISED   - |                                                   |                                                       | 391                         | (1616-VB-WPGM) BR25 | COOK   | 40              | 12           |
|                                |                                                                                     | PLOT SCALE   =           | CHECKED   -  | REVISED   - |                                                   |                                                       | CONTRACT NO. 80C90          |                     |        |                 |              |
|                                |                                                                                     | PLOT DATE   =   3/6/2026 | DATE   -     | REVISED   - |                                                   |                                                       | ILLINOIS   FED. AID PROJECT |                     |        |                 |              |
| 3/6/2026                       | 4:58:22 PM                                                                          |                          |              |             | SHEET NO.   3   OF   6   SHEETS                   |                                                       |                             |                     |        |                 |              |

FOR REFERENCE ONLY



Accurate  
GROUP, INC.

TEST HOLE MATRIX

(QL-A)UTILITY QUALITY LEVEL "A": VISUALLY VERIFIED TEST HOLE

(QL-B)UTILITY QUALITY LEVEL "B": DESIGNATING

(QL-C)UTILITY QUALITY LEVEL "C": RESEARCH WITH SURVEY

(QL-D)UTILITY QUALITY LEVEL "D": RECORDS RESEARCH



I, AHMED BEE, 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 BEE, PE  
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                                                                                                                                                                |
|------------------|---------------------|------------|-------------------|-----------------------|-----------------------|---------------------------------------------------------------------------------------|-------------------|------------------------------|------------------------|-------------|-------------|---------------------------|----------------------------|----------------------------|----------------|----------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                | 207+29              | 9/25/2024  | UNKNOWN           | 16                    | CORRUGATED METAL PIPE |    | —                 | 19.6' RIGHT OF BACK OF CURB  | 10000                  | 1878817.540 | 1167035.138 | 592.35'                   | 3.64'                      | 588.71'                    | CONCRETE       | 4" CONCRETE                | QL A          | NO WATER IN LOCATION ACCORDING TO WATER RECORDS, FOUND A POSSIBLE CORRUGATED STORM PIPE.                                                                             |
| 2                | 254+90              | 9/26/2024  | ELECTRIC          | 30X8                  | DUCT                  |    | —                 | 9.5' RIGHT OF BACK OF CURB   | 10033                  | 1879030.874 | 1171791.206 | 592.01'                   | 2.68'                      | 589.33'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          | EXPPOSED NORTH AND SOUTH EDGE OF E DUCT. BOTTOM MEASUREMENT WAS TAKEN FROM NORTH EDGE DUCT.                                                                          |
| 3                | 215+27              | 9/26/2024  | WATER MAIN        | 8                     | METALLIC              |    | —                 | 3.9' LEFT OF ROW FENCE       | 10010                  | 1878933.608 | 1167829.878 | 593.05'                   | 5.74'                      | 587.31'                    | NATURAL GROUND | N/A                        | QL A          |                                                                                                                                                                      |
| 4                | 255+49              | 9/27/2024  | BURIED TELEPHONE  | 12X12                 | DUCT                  |    | —                 | 10.4' LEFT OF BACK OF CURB   | 10028                  | 1878997.134 | 1171850.087 | 591.86'                   | 2.66'                      | 589.20'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          | EXPPOSED SOUTH EDGE OF BT DUCT TEST HOLE WAS REQUESTED ON MCI, UPON MORE INVESTIGATION RECORDS SHOW OWNER IS AT&T.                                                   |
| 5                | 257+07              | 9/30/2024  | BURIED TELEPHONE  | 12X12                 | DUCT                  |    | —                 | 11.7' LEFT OF BACK OF CURB   | 10029                  | 1879002.125 | 1172007.77  | 592.18'                   | 2.79'                      | 589.39'                    | ASPHALT        | 16" ASPHALT                | QL A          | EXPPOSED SOUTH EDGE OF BT DUCT TEST HOLE WAS REQUESTED ON MCI, UPON MORE INVESTIGATION RECORDS SHOW OWNER IS AT&T.                                                   |
| 6                | 262+26              | 9/30/2024  | FIBER OPTIC       | 6                     | POLYETHYLENE PIPE     |    | —                 | 19.2' LEFT OF BACK OF CURB   | 10030                  | 1879023.322 | 1172527.617 | 592.45'                   | 3.13'                      | 589.32'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 7                | 208+16              | 10/2/2024  | WATER MAIN        | 36                    | CONCRETE              |    | —                 | 16.8' LEFT OF BACK OF CURB   | 10001                  | 1878855.317 | 1167121.069 | 592.18'                   | 3.58'                      | 588.60'                    | ASPHALT        | 8" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 8                | 265+18              | 10/3/2024  | FIBER OPTIC       | 20X10                 | DUCT                  |    | —                 | 16.6' LEFT OF BACK OF CURB   | 10031                  | 1879028.455 | 1172819.374 | 592.12'                   | 2.32'                      | 589.80'                    | ASPHALT        | 6" ASPHALT, 12" CONCRETE   | QL A          | EXPPOSED NORTH EDGE OF FO DUCT.                                                                                                                                      |
| 9                | 213+62              | 10/4/2024  | WATER MAIN        | 36                    | CONCRETE              |    | —                 | 16.6' LEFT OF BACK OF CURB   | 10006                  | 1878868.510 | 1167667.319 | 592.24'                   | 4.14'                      | 588.10'                    | ASPHALT        | 6" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 10               | 226+48              | 10/4/2024  | WATER MAIN        | 24                    | METALLIC              |    | —                 | 9.7' LEFT OF BACK OF CURB    | 10013                  | 1878893.420 | 1168953.822 | 589.36'                   | 3.92'                      | 585.44'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 11               | 232+99              | 10/7/2024  | WATER MAIN        | 36                    | CONCRETE              |    | —                 | 5.8' LEFT OF BACK OF CURB    | 10019                  | 1878928.205 | 1169602.619 | 591.04'                   | 4.20'                      | 586.84'                    | ASPHALT        | 12" ASPHALT, 12" CONCRETE  | QL A          |                                                                                                                                                                      |
| 12               | 241+41              | 10/7/2024  | WATER MAIN        | 36                    | CONCRETE              |    | —                 | 9.8' LEFT OF BACK OF CURB    | 10024                  | 1878954.308 | 1170444.927 | 591.78'                   | 3.70'                      | 588.08'                    | ASPHALT        | 8" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 13               | 250+35              | 10/8/2024  | WATER MAIN        | 36                    | CONCRETE              |    | —                 | 21.3' LEFT OF BACK OF CURB   | 10026                  | 1878989.669 | 1171338.5   | 591.28'                   | 3.82'                      | 587.46'                    | ASPHALT        | 8" ASPHALT, 8" CONCRETE    | QL A          |                                                                                                                                                                      |
| 14               | 254+58              | 10/8/2024  | WATER MAIN        | 36                    | CONCRETE              |  | —                 | 18.6' RIGHT OF BACK OF CURB  | 10034                  | 1879020.743 | 1171759.58  | 592.36'                   | 3.56'                      | 588.80'                    | ASPHALT        | 6" ASPHALT, 12" CONCRETE   | QL A          | FIELD PHOTO SHOWS ERROR IN TH NUMBER. PICTURE HAS TH13, THE TH IS NOTED AS TH13 INSTEAD OF TH14.                                                                     |
| 15               | 262+17              | 10/9/2024  | WATER MAIN        | 36                    | CONCRETE              |  | —                 | 15.5' RIGHT OF BACK OF CURB  | 10032                  | 1879041.108 | 1172517.738 | 592.26'                   | 4.10'                      | 588.16'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 16               | 214+95              | 10/9/2024  | WATER MAIN        | 12                    | METALLIC              |  | —                 | 31.8' RIGHT OF BACK OF CURB  | 10007                  | 1878885.948 | 1167801.448 | 592.58'                   | 5.66'                      | 586.92'                    | ASPHALT        | 6" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 17               | 232+98              | 10/10/2024 | WATER MAIN        | 24                    | METALLIC              |  | —                 | 13.2' RIGHT OF BACK OF CURB  | 10020                  | 1878909.591 | 1169602.645 | 591.93'                   | 5.44'                      | 586.49'                    | ASPHALT        | 4" ASPHALT                 | QL A          |                                                                                                                                                                      |
| 18               | 242+70              | 10/10/2024 | WATER MAIN        | 24                    | METALLIC              |  | —                 | 12.8' RIGHT OF BACK OF CURB  | 10025                  | 1878935.573 | 1170574.055 | 592.14'                   | 5.06'                      | 587.08'                    | NATURAL GROUND | N/A                        | QL A          |                                                                                                                                                                      |
| 19               | 213+19              | 10/11/2024 | COMBINED SEWER    | 16                    | CONCRETE              |  | —                 | 33.0' RIGHT OF BACK OF CURB  | 10005                  | 1878881.677 | 1167623.955 | 592.58'                   | 13.77'                     | 578.81'                    | ASPHALT        | 6" ASPHALT, 16" CONCRETE   | QL A          | BRIEFLY EXPOSED EAST EDGE PIPE BEFORE HOLE COLLAPSED. CLEARED UP TO 9' BUT WAS UNABLE TO EXPOSE AGAIN. CONFIRMED SIZE OF PIPE IN CATCH BASIN SOUTH SIDE OF PERSHING. |
| 20               | 212+71              | 10/14/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 8.1' RIGHT OF BACK OF CURB   | 10004                  | 1878905.672 | 1167575.368 | 592.10'                   | 3.72'                      | 588.38'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 21               | 210+26              | 10/14/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 7.6' RIGHT OF BACK OF CURB   | 10003                  | 1878900.114 | 1167329.613 | 591.98'                   | 3.52'                      | 588.46'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 22               | 209+73              | 10/14/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 20' RIGHT OF BACK OF CURB    | 10002                  | 1878886.202 | 1167277.036 | 592.45'                   | 3.61'                      | 588.84'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 23               | 216+77              | 10/15/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 6.6' RIGHT OF BACK OF CURB   | 10011                  | 1878935.206 | 1167979.979 | 591.71'                   | 3.69'                      | 588.02'                    | ASPHALT        | 2" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 24               | 216+26              | 10/15/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 18.8' RIGHT OF BACK OF CURB  | 10009                  | 1878914.698 | 1167930.084 | 592.31'                   | 4.12'                      | 588.19'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 25               | 215+30              | 10/15/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 7.7' RIGHT OF BACK OF CURB   | 10008                  | 1878912.343 | 1167834.23  | 592.38'                   | 3.38'                      | 589.00'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 26               | 225+88              | 10/16/2024 | GAS MAIN/PIPELINE | 20                    | METALLIC              |  | —                 | 15.2' LEFT OF BACK OF CURB   | 10012                  | 1878905.958 | 1168892.7   | 586.42'                   | 3.42'                      | 583.00'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 27               | 238+98              | 10/16/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 3.2' RIGHT OF EDGE OF PAYMEN | 10023                  | 1878998.900 | 1170200.004 | 591.26'                   | 4.50'                      | 586.76'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 28               | 237+50              | 10/16/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 6.2' LEFT OF BACK OF CURB    | 10022                  | 1879004.284 | 1170052.054 | 591.52'                   | 3.49'                      | 588.03'                    | ASPHALT        | 4" ASPHALT                 | QL A          |                                                                                                                                                                      |
| 29               | 228+52              | 10/17/2024 | GAS MAIN/PIPELINE | 24                    | METALLIC              |  | —                 | 13.8' RIGHT OF BACK OF CURB  | 10017                  | 1871982.979 | 1169154.445 | 591.73'                   | 1.54'                      | 590.19'                    | ASPHALT        | 2" ASPHALT, 10" CONCRETE   | QL A          |                                                                                                                                                                      |
| 30               | 228+25              | 10/17/2024 | GAS MAIN/PIPELINE | 24                    | METALLIC              |  | —                 | 20.2' RIGHT OF BACK OF CURB  | 10016                  | 1875975.475 | 1169127.269 | 591.69'                   | 2.93'                      | 588.76'                    | ASPHALT        | 2" ASPHALT, 10" CONCRETE   | QL A          |                                                                                                                                                                      |
| 31               | 226+99              | 10/17/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 14.7' RIGHT OF BACK OF CURB  | 10014                  | 1878976.238 | 1169000.064 | 590.46'                   | 4.16'                      | 586.30'                    | ASPHALT        | 2" ASPHALT, 10" CONCRETE   | QL A          |                                                                                                                                                                      |
| 32               | 253+65              | 10/18/2024 | GAS MAIN/PIPELINE | 6                     | POLYETHYLENE PIPE     |  | —                 | 2.4' RIGHT OF BACK OF CURB   | 10035                  | 1879034.443 | 1171666.189 | 591.72'                   | 3.23'                      | 588.49'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 33               | 234+01              | 10/18/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 6.8' LEFT OF BACK OF CURB    | 10021                  | 1878995.811 | 1169702.884 | 591.57'                   | 3.34'                      | 588.23'                    | CONCRETE       | 4" CONCRETE                | QL A          |                                                                                                                                                                      |
| 34               | 231+98              | 10/18/2024 | GAS MAIN/PIPELINE | 30                    | METALLIC              |  | —                 | 6.0' RIGHT OF BACK OF CURB   | 10018                  | 1878985.789 | 1169499.899 | 590.22'                   | 2.70'                      | 587.52'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                                                                                                                      |
| 35               | 253+30              | 10/21/2024 | GAS MAIN/PIPELINE | 6                     | METALLIC              |  | —                 | 9.7' LEFT OF BACK OF CURB    | 10027                  | 1878946.775 | 1171633.964 | 592.29'                   | 2.18'                      | 590.11'                    | CONCRETE       | 12" CONCRETE               | QL A          |                                                                                                                                                                      |
| 36               | 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   | QL A          |                                                                                                                                                                      |



Accurate  
GROUP, INC.

USER NAME = akoller

DESIGNATED - MA

DRAFTED - MA

CHECKED - AB

PLOT DATE = 3/3/2025

REVISED -

REVISED -

REVISED -

REVISED -

DATE - 02/27/2023

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

SCALE: 1"=50'

SHEET 1 OF 2 SHEETS

F.A.P. RTE.

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

CONTRACT: 62K61

ILLINOIS



USER NAME = LauriA

DESIGNED -

DRAWN -

CHECKED -

PLOT DATE = 3/6/2026

REVISED -

REVISED -

REVISED -

REVISED -

DATE -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBSURFACE UTILITY ENGINEERING STUDY  
PERSHING ROAD

SHEET NO. 4 OF 6 SHEETS

F.A.P. RTE.

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

CONTRACT NO. 80C90

ILLINOIS

FED. AID PROJECT



FOR REFERENCE ONLY



Accurate  
GROUP, INC.

TEST HOLE MATRIX

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



I, AHMED BEE, 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 BEE, PE  
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 | 1171863.202 | 591.65'                   | 3.14'                      | 588.51'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                          |
| 38               | 253+73              | 10/22/2024 | GAS MAIN/PIPELINE | 6                     | METALLIC            |  |  | 4.9 LEFT OF BACK OF CURB    | 10045                  | 1878987.023 | 1171675.33  | 591.87'                   | 3.68'                      | 588.19'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                          |
| 39               | 255+16              | 10/22/2024 | GAS MAIN/PIPELINE | 6                     | METALLIC            |  |  | 5.0 LEFT OF BACK OF CURB    | 10046                  | 1878991.323 | 1171817.491 | 591.77'                   | 3.34'                      | 588.43'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                          |
| 40               | 256+85              | 10/22/2024 | GAS MAIN/PIPELINE | 6                     | METALLIC            |  |  | 3.7' LEFT OF BACK OF CURB   | 10047                  | 1878994.055 | 1171985.517 | 591.50'                   | 3.34'                      | 588.16'                    | ASPHALT        | 4" ASPHALT, 12" CONCRETE   | QL A          |                                                                          |
| 41               | 259+28              | 10/23/2024 | GAS MAIN/PIPELINE | 6                     | METALLIC            |  |  | 5.9 LEFT OF BACK OF CURB    | 10048                  | 1879002.021 | 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              | 10/28/2024 | COMBINED SEWER    | 144                   | CONCRETE            |  |  | 12.8' LEFT OF BACK OF CURB  | 10041                  | 1878820.263 | 1166874.298 | 592.71'                   | 8.56'                      | 584.15'                    | NATURAL GROUND | NA                         | QL A          |                                                                          |



Accurate  
GROUP, INC.

USER NAME = akoller

DESIGNATED - MA

DRAFTED - MA

CHECKED - AB

PLOT DATE = 3/3/2025

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

SCALE: 1"=50'

SHEET 2 OF 2 SHEETS

F.A. RTE.

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

COOK

2

2

CONTRACT: 62K61

ILLINOIS

MODEL: Default  
FILE NAME: p:\st\pw-beniley.com\st\pw-q\1\Documents\DOT\402\103590\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\Civil\DOT180C90-shr-SUE-05.dgn

MODEL: Default  
FILE NAME: C:\Engineering\Live\Projects\21010\_IDOT\_SUE\WO\_320\_321\62K61\CADD\Files With only\_QA\DOT180C90-shr-SUE-05.dgn



USER NAME = LauriA

DESIGNED -

DRAWN -

PLOT SCALE =

PLOT DATE = 3/8/2026

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBSURFACE UTILITY ENGINEERING STUDY  
PERSHING ROAD

SHEET NO. 5 OF 6 SHEETS

F.A. RTE.

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

391

(1616-VB-WPGM) BR25

COOK

40

14

CONTRACT NO. 80C90

ILLINOIS

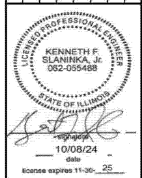
FED. AID PROJECT



# 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 expose 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 expose 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 the 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 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 exposed 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.                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                  |                     |          |                   |                            |                                |                                                                                       |                   |                             |                        |            |            |                           |                                   |                            |              |                            |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

|           |                                    |
|-----------|------------------------------------|
| Revisions | Client:                            |
|           | Vac Truck/Trailer No.:             |
|           | SUE Crew: AA, AB, AW, ZS           |
|           | City / County:                     |
|           | SUE TH - Pershing Rd. to Wentworth |
|           |                                    |
|           | Prepared By: SWI                   |
|           | Checked By: KFS                    |
|           | Date: 10/02/24                     |
|           | Date: 10/08/24                     |



**T2 utility engineers**  
a klwa company  
422 South Vermont St  
Palatine, Illinois 60067  
PH 224-227-3108 - FAX

**S.U.E. TEST HOLE DATA**  
SUE TH - Pershing Rd. to Wentworth

SHEET NO.

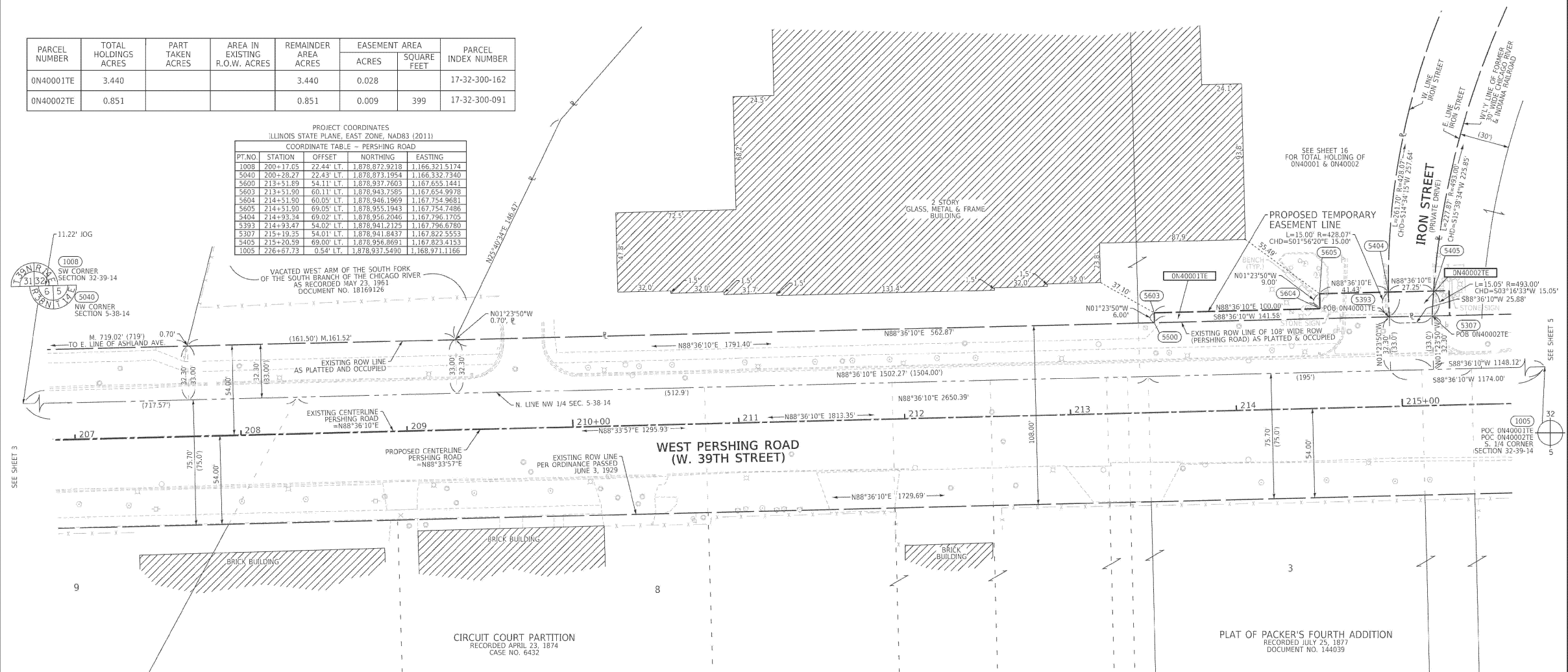
|   |    |   |
|---|----|---|
| 1 | OF | 1 |
|---|----|---|

# FOR REFERENCE ONLY

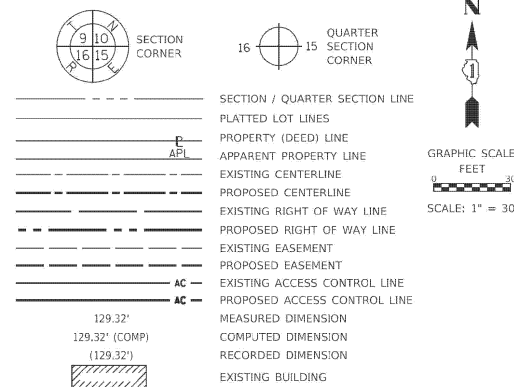
PART OF THE SW 1/4 OF SECTION 32, TWP. 39 N., R. 14 E., AND PART OF THE NW 1/4 OF SECTION 5, TWP. 38 N., R.14 E, ALL IN THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.

| PARCEL<br>NUMBER | TOTAL<br>HOLDINGS<br>ACRES | PART<br>TAKEN<br>ACRES | AREA IN<br>EXISTING<br>R.O.W. ACRES | REMAINDER<br>AREA<br>ACRES | EASEMENT AREA |                | PARCEL<br>INDEX NUMBER |
|------------------|----------------------------|------------------------|-------------------------------------|----------------------------|---------------|----------------|------------------------|
|                  |                            |                        |                                     |                            | ACRES         | SQUARE<br>FEET |                        |
| 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                                          | 2040+17.05 | 22.44' | 1,878,872.9218 | 1,166,321.5374 |
| 5040                                          | 2040+28.27 | 22.44' | 1,878,873.1954 | 1,166,322.7340 |
| 5600                                          | 2134+51.90 | 54.11' | 1,878,937.7603 | 1,167,655.1441 |
| 5603                                          | 2134+51.90 | 60.11' | 1,878,943.7865 | 1,167,654.9978 |
| 5604                                          | 2144+51.90 | 60.05' | 1,878,946.1969 | 1,167,754.9681 |
| 5605                                          | 2144+51.90 | 60.05' | 1,878,955.1943 | 1,167,754.7486 |
| 5606                                          | 2144+51.90 | 60.05' | 1,878,964.1917 | 1,167,754.5291 |
| 5393                                          | 2144+93.39 | 54.02' | 1,878,966.1847 | 1,167,726.6780 |
| 5392                                          | 2150+19.25 | 54.01' | 1,878,941.8437 | 1,167,822.5521 |
| 5405                                          | 2155+25.90 | 69.00' | 1,878,956.6891 | 1,167,823.4153 |
| 5105                                          | 2266+67.73 | 0.54'  | 1,878,937.5490 | 1,168,991.1166 |



### LEGEND



IRON PIPE OR ROD FOUND      ☉ "MAG" NAIL SET

CUT CROSS HOLE OR SET      ● 5/8" REBAR 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.

1/4" 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 SHOWN UNLESS OTHERWISE SPECIFIED.
2. BEARING, DISTANCES, AND COORDINATES SHOWN HEREIN 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 0.998950.
4. AREAS SHOWN ON THIS PLAN ARE "GROUND".
5. FIELD SURVEY COMPLETED IN JANUARY 2023.
6. PROPOSED CENTERLINE ALIGNMENT STATION AND OFFSETS SHOWN HEREIN 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 THE SOUTHWEST CORNER AND ADJACENT PORTION OF THE EAST HALF OF SECTION 36, TOWNSHIP 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 OUR KNOWLEDGE AND BELIEF, AND THAT THE MONUMENTS ARE 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:

**CWA**  
SURVEY

**CLAASSEN, WHITE & ASSOCIATES, P.C.  
LAND SURVEYS**

121 AIRPORT DRIVE, UNIT 1, JOLIET, ILLINOIS 60431  
(815) 744-3720 [claassenwhite@cwasurevey.com](mailto:claassenwhite@cwasurevey.com)  
CWA Job #7638

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

LIMITS: OVER RACINE AVENUE AND RAILROAD COUNTY: COOK  
SECTION: JOB NO.: R-90-011-22  
STA. 207+00.00 TO STA. 215+20.59  
SCALE: 1" = 30' SHEET 4 OF 18 SHEETS

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

**IDOT USE ONLY**

**APPROVED**  
By Miguel Corrao at 7:58 am, Jul 26, 2011

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

## PLAT OF HIGHWAYS PERSHING ROAD

SHEET NO. 1 OF 6 SHEETS

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

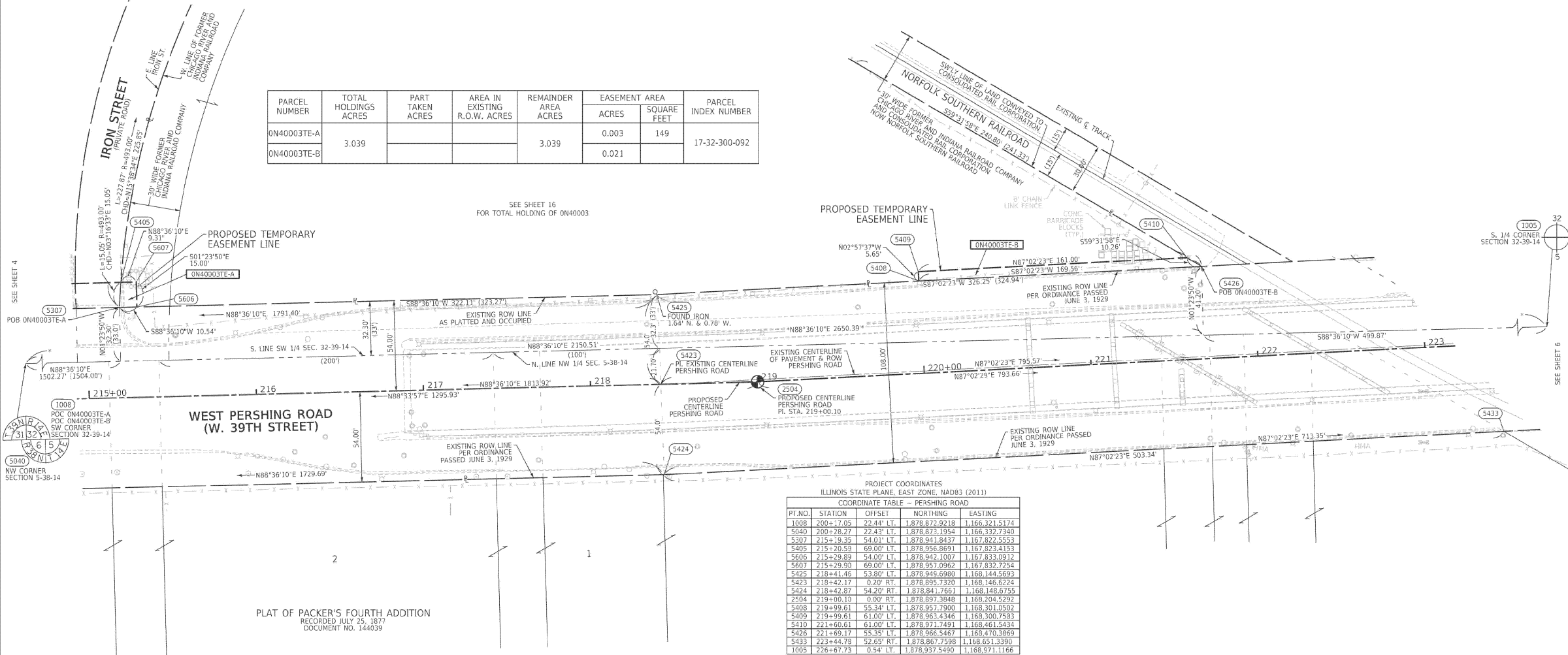
|          |                  |
|----------|------------------|
| ILLINOIS | FED. AID PROJECT |
|----------|------------------|

MODEL: Default  
FILE NAME: pw:/st-pw.bentley.com:st-pw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/Civil/D180C90-shl-plat-01.dgn

3/6/2026 5:00:16 PM

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.



**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

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 PDME1768 DESIGNATION: 208.
  - ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9999950.
  - AREAS SHOWN ON THIS PLAT ARE "GROUND".
  - FIELD SURVEY COMPLETED IN JANUARY 2023.
  - PROPOSED CENTERLINE ALIGNMENT STATION AND OFFSETS SHOWN HEREON MAY NOT REFLECT CENTERLINE ALIGNMENT SHOWN ON FINAL CONSTRUCTION PLAN.

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

| PT.NO. | STATION   | OFFSET     | NORTHING       | EASTING        |
|--------|-----------|------------|----------------|----------------|
| 1008   | 200+17.05 | 22.44' LT. | 1,878,877.9218 | 1,166,321.5174 |
| 5040   | 200+28.27 | 22.43' LT. | 1,878,873.1954 | 1,166,332.7340 |
| 5307   | 215+19.35 | 54.00' LT. | 1,878,941.8437 | 1,167,822.5553 |
| 5405   | 215+20.59 | 60.00' LT. | 1,878,955.8691 | 1,167,823.4153 |
| 5606   | 215+29.89 | 54.00' LT. | 1,878,942.1007 | 1,167,833.0912 |
| 5607   | 215+29.90 | 60.00' LT. | 1,878,957.0962 | 1,167,832.7254 |
| 5425   | 218+41.45 | 53.80' LT. | 1,878,945.6980 | 1,168,144.5693 |
| 5423   | 218+42.17 | 0.20' RT.  | 1,878,895.7270 | 1,168,146.6224 |
| 5424   | 218+42.87 | 54.20' RT. | 1,878,841.7661 | 1,168,148.6755 |
| 2504   | 219+00.10 | 0.00' RT.  | 1,878,897.3848 | 1,168,204.5292 |
| 5408   | 219+09.61 | 55.34' LT. | 1,878,957.7900 | 1,168,301.0502 |
| 5409   | 219+09.61 | 61.00' LT. | 1,878,964.5446 | 1,168,300.7583 |
| 5410   | 221+60.61 | 61.00' LT. | 1,878,973.7491 | 1,168,461.5431 |
| 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 |

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:

**CLAASSEN, WHITE & ASSOCIATES, P.C.**  
**LAND SURVEYORS**  
121 AIRPORT DRIVE, UNIT 1, JOLIET, ILLINOIS 60431  
(815) 744-3720 clausenwhite@cwasurevey.com  
CWA JOB #7E38

**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**

**IDOT USE ONLY**

APPROVED  
By Miguel Covasno at 7:33 AM, May 22, 2024

MODEL: Default  
FILE NAME: pw://sv-pw-benley.com/stv-pw-q/1/Documents/IDOT/402103590\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/CkWD180C90-shr-plat-02.dgn



|            |   |          |          |   |         |   |
|------------|---|----------|----------|---|---------|---|
| USER NAME  | = | LauriA   | DESIGNED | - | REVISED | - |
|            |   |          | 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

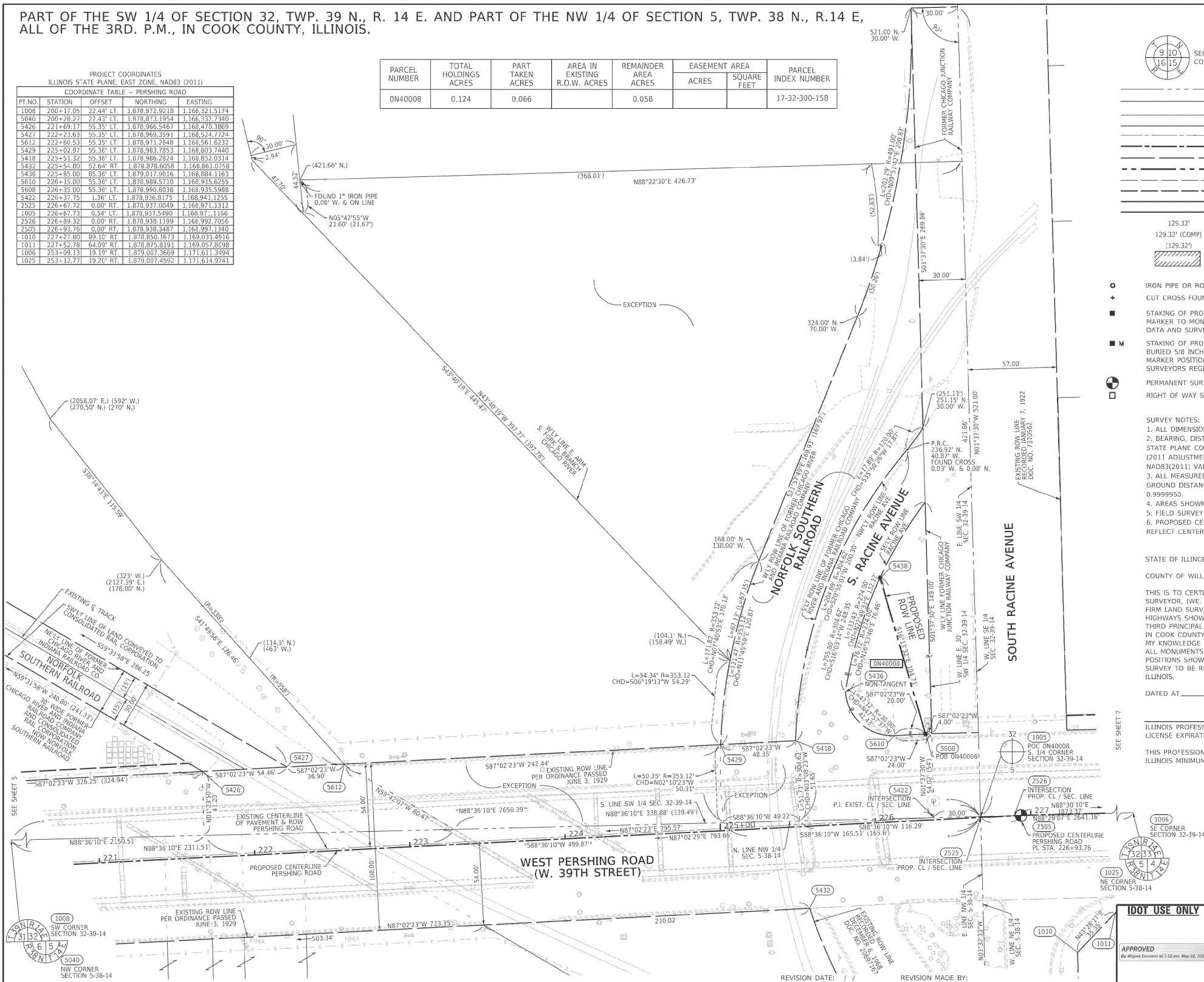
PART OF THE SW 1/4 OF SECTION 32, TWP. 39 N., R. 14 E. AND PART OF THE NW 1/4 OF SECTION 5, TWP. 38 N., R.14 E,  
ALL OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.

| PROJECT COORDINATES<br>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 |
| 5426                                                                 | 221+69.17 | 55.35' LT. | 1,878,966.5467 | 1,168,470.3869 |
| 5422                                                                 | 222+23.63 | 55.35' LT. | 1,878,969.3591 | 1,168,524.7724 |
| 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. | 1,879,017.9816 | 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 | 1,168,971.1166 |
| 2526                                                                 | 226+89.32 | 0.00' RT.  | 1,878,938.1199 | 1,168,992.7056 |
| 2505                                                                 | 226+93.76 | 0.00' RT.  | 1,878,938.3487 | 1,168,997.1340 |
| 1010                                                                 | 227+27.80 | 89.10' RT. | 1,878,850.1673 | 1,169,033.4816 |
| 1011                                                                 | 227+52.78 | 64.00' 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<br>NUMBER | TOTAL<br>HOLDINGS<br>ACRES | PART<br>TAKEN<br>ACRES | AREA IN<br>EXISTING<br>R.O.W. ACRES | REMAINDER<br>AREA<br>ACRES | EASEMENT AREA |                | PARCEL<br>INDEX NUMBER |
|------------------|----------------------------|------------------------|-------------------------------------|----------------------------|---------------|----------------|------------------------|
|                  |                            |                        |                                     |                            | ACRES         | SQUARE<br>FEET |                        |
| 0N40008          | 0.124                      | 0.066                  |                                     | 0.058                      |               |                | 17-32-300-158          |

## 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
- 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 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.



CLAASSEN, WHITE & ASSOCIATES, P.C.  
LAND SURVEYORS  
121 AIRPORT DRIVE, UNIT 1, JOLIET, ILLINOIS 60431  
(815) 744-3720 clausenwhitecwsurvey.com  
CWA JOB #7E38

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

LIMITS: OVER RACINE AVENUE AND RAILROAD COUNTY: COOK  
SECTION: 09-99804-00-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**

**IDOT USE ONLY**

APPROVED  
By Miguel Covasno at 7:33 AM, May 22, 2024

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

**PLAT OF HIGHWAYS**  
**PERSHING ROAD**

SHEET NO. 3 OF 6 SHEETS

| F.A.P.<br>RTE.     | SECTION             | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|--------------------|---------------------|--------|-----------------|--------------|
| 391                | (1616-VB-WPGM) BR25 | COOK   | 40              | 18           |
| CONTRACT NO. 80C90 |                     |        |                 |              |

ILLINOIS FED. AID PROJECT



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

# FOR REFERENCE ONLY

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

| PROJECT COORDINATES                           |            |           |                |                 |
|-----------------------------------------------|------------|-----------|----------------|-----------------|
| ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011) |            |           |                |                 |
| COORDINATE TABLE - PERSHING ROAD              |            |           |                |                 |
| PT.NO.                                        | STATION    | OFFSET    | NORTHING       | EASTING         |
| 2575                                          | 226+61.72  | 0.00' RT  | 8,783,937.0049 | 16,687,971.1312 |
| 2576                                          | 226+63.93  | 0.00' RT  | 8,783,937.0049 | 16,687,971.1312 |
| 2577                                          | 226+63.93  | 0.00' RT  | 8,783,937.0049 | 16,687,971.1312 |
| 2578                                          | 226+63.93  | 0.00' RT  | 8,783,937.1199 | 16,687,972.7056 |
| 2505                                          | 226+63.93  | 0.00' RT  | 8,783,938.3487 | 16,687,971.1312 |
| 2520                                          | 227+24.59  | 63.40' LT | 8,795,032.5303 | 16,690,226.0460 |
| 3020                                          | 227+21.26  | 63.40' LT | 8,795,032.5303 | 16,690,226.0460 |
| 1010                                          | 227+22.80  | 89.10' RT | 8,787,850.1673 | 16,693,035.4916 |
| 1011                                          | 227+22.78  | 64.09' RT | 8,788,875.8191 | 16,692,875.8098 |
| 1013                                          | 229+77.78  | 64.02' RT | 8,788,881.7665 | 16,692,872.7314 |
| 3442                                          | 231+33.92  | 54.62' LT | 8,769,054.4515 | 16,695,475.7158 |
| 3441                                          | 231+33.92  | 63.52' LT | 8,789,013.3507 | 16,693,485.4025 |
| 1014                                          | 231+77.77  | 53.96' RT | 8,787,897.0502 | 16,692,482.9621 |
| 1015                                          | 231+77.77  | 53.96' RT | 8,787,897.0502 | 16,692,482.9621 |
| 2505+029.13                                   | 19.19' RT  |           | 8,789,007.3669 | 17,171,641.9494 |
| 1025                                          | 252+127.19 | 19.20' RT | 8,787,007.4592 | 17,161,391.4941 |

| 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 |                     |
| 0N40009TE     | 4.354                |                  |                               | 4.354                | 0.090         |             | 17-32-400-145       |

### LEGEND

SECTION  
CORNER

QUARTER  
SECTION  
CORNER



GRAPHIC SCALE  
FEET  
0 30  
SCALE: 1" = 30'

|       |                                |
|-------|--------------------------------|
| ----- | SECTION / QUARTER SECTION LINE |
| ----- | PLATTED LOT LINES              |
| ----- | PROPERTY (DEED) LINE           |
| ----- | APPROVED 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                                                                                                                                                                                                | ⊕    | "MAG" NAIL SET |
| + | CUT CROSS FOUND OR SET                                                                                                                                                                                                | 5/8" | REBAR SET      |
| ■ | STAKING OF PROPOSED RIGHT OF WAY. SET DESIGN 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 HEREIN 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 HEREIN MAY NOT REFLECT CENTERLINE ALIGNMENT SHOWN ON FINAL CONSTRUCTION PLAN.

STATE OF ILLINOIS )  
 )SS  
COUNTY OF WILL )

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, HAS CONDUCTED A SURVEY OF THE MONUMENTS AND MONUMENTAL PLATS OF THE HIGHWAYS SHOWN HEREIN IN SECTION 32, 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 OUR KNOWLEDGE AND BELIEF, AND THAT THE MONUMENTS AND MONUMENTAL PLATS OF 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.

**CWA**  
SURVEY

**CLAASSEN, WHITE & ASSOCIATES, P.C.  
LAND SURVEYORS**

121 AIRPORT DRIVE, UNIT 1, JOLIET, ILLINOIS 60431  
(815) 744-3720 [claassenwhite@cwasurvey.com](mailto:claassenwhite@cwasurvey.com)  
CWA Job #7638

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

LIMITS: OVER RACINE AVENUE AND RAILROAD COUNTY: COOK  
SECTION: JOB NO.: R-90-011-22  
STA. 226+67.72 TO STA. 233+00.00  
SCALE: 1" = 30' SHEET 7 OF 18 SHEETS

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

IDOT USE ONLY

**APPROVED**  
By Miguel Corcino at 7:58 am, Jul 26, 2023

# PLAT OF HIGHWAYS PERSHING ROAD

SHEET NO. 4 OF 6 SHEETS

| F.A.P.<br>RTE. | SECTION             | COUNTY             | TOTAL<br>SHEETS | SHEET<br>NO. |
|----------------|---------------------|--------------------|-----------------|--------------|
| 391            | (1616-VB-WPGM) BR25 | COOK               | 40              | 19           |
|                |                     | CONTRACT NO. 80C90 |                 |              |

|          |                  |
|----------|------------------|
| ILLINOIS | FED. AID PROJECT |
|----------|------------------|

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

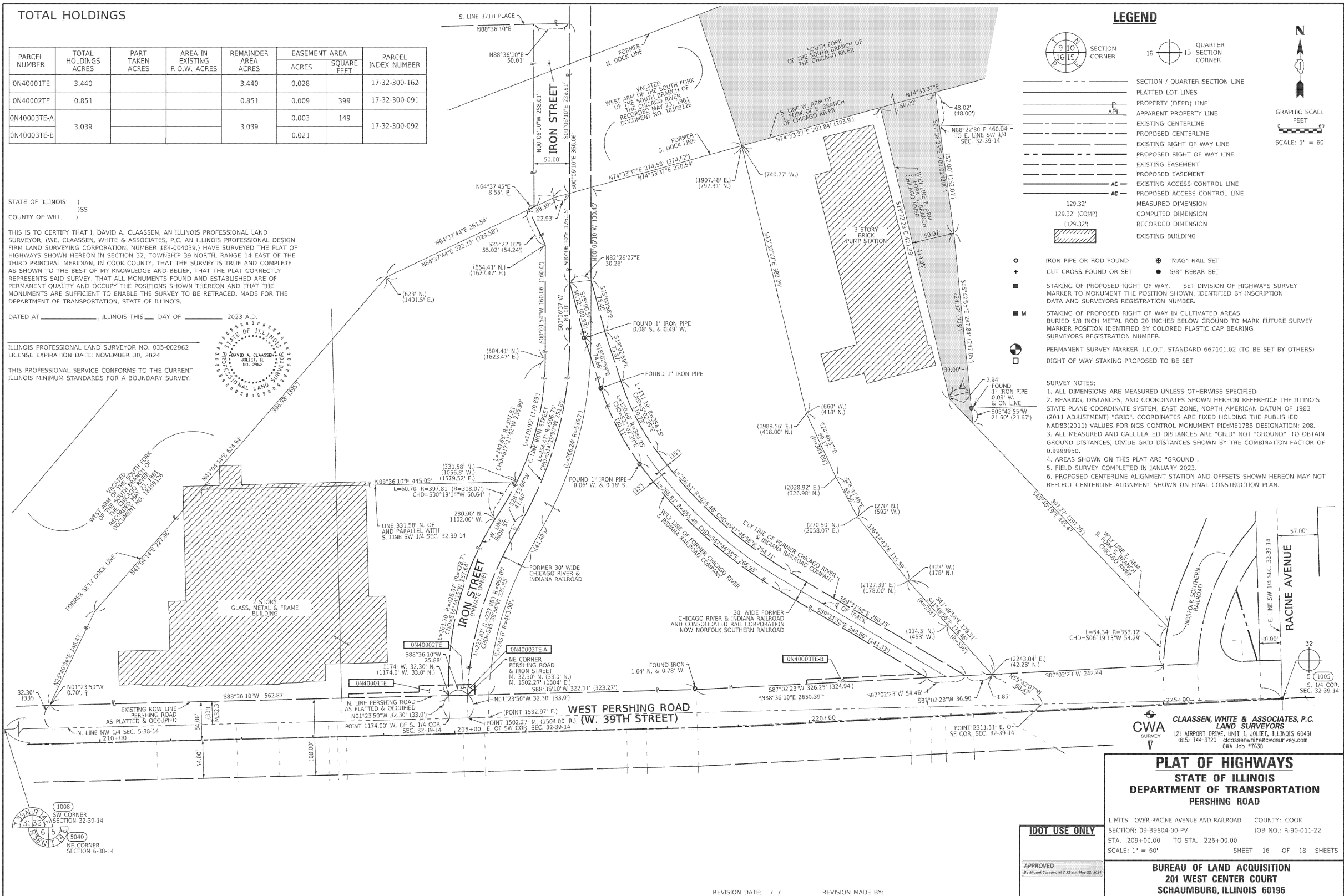
MODEL: Default  
FILE NAME: pw:\stb-pw.bentley.com\stb-pw-01\Documents\IDOT\4021035\90\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\Civil\180C90-sht-plat-04.dgn

**stv**

3/6/2026 5:01:40 PM



# FOR REFERENCE ONLY



MODEL: Default  
FILE NAME: pw\fsv-pw-benley.com\st-v-pw-01\Documents\DOT\402103590\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\Ck\WID180C90-sh-plat-05.dgn



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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

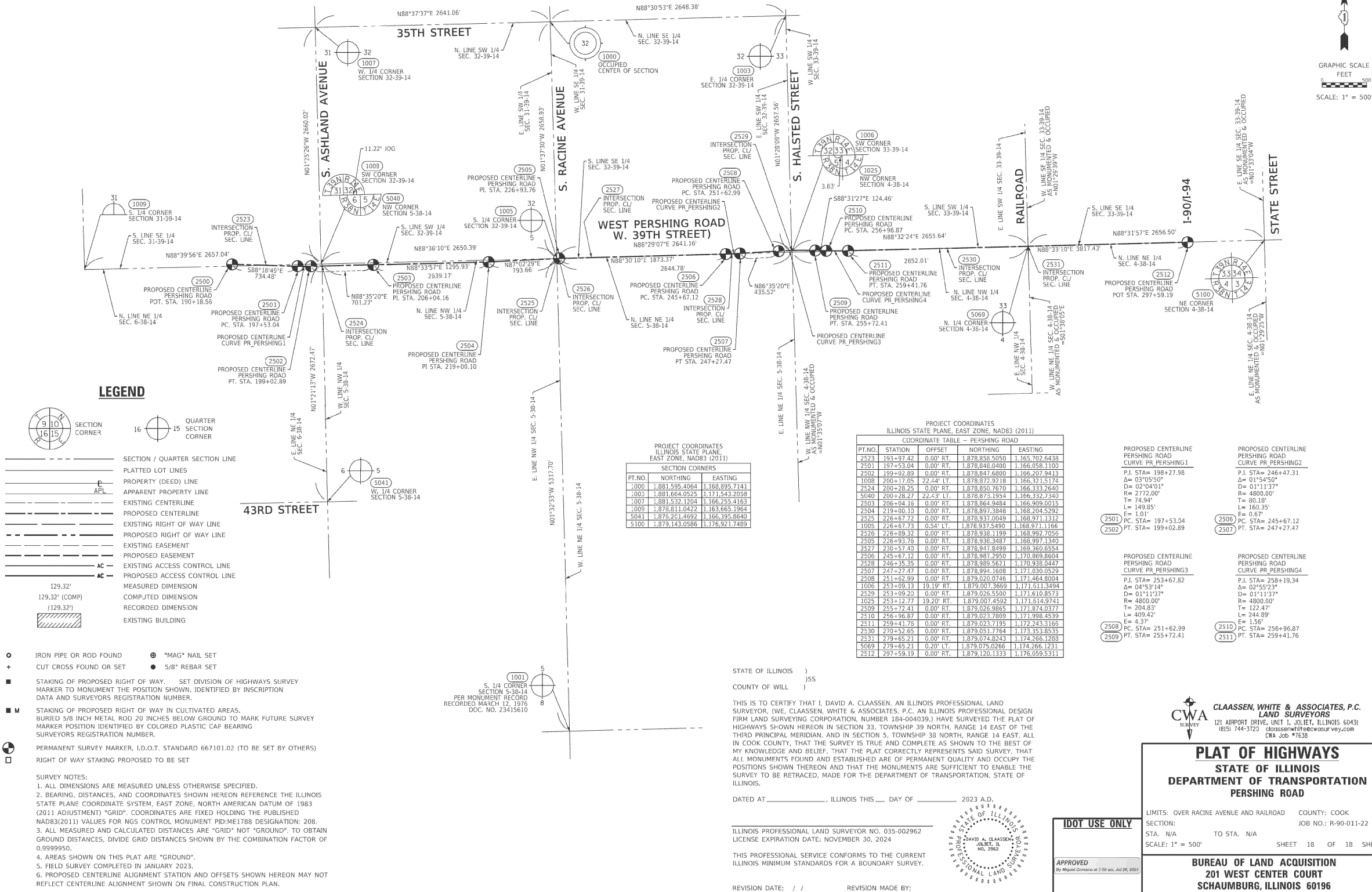
PLAT OF HIGHWAYS  
PERSHING ROAD

SHEET NO. 5 OF 6 SHEETS

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

# FOR REFERENCE ONLY

## SECTION CORNERS & ALIGNMENT



MODEL: Default  
FILE NAME: p:\sv-pw-beniley.com\st-pw-01\Documents\DOT1402103590\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\Civil\DOT180C90-shr-plat-06.dgn



|            |   |          |          |   |         |   |
|------------|---|----------|----------|---|---------|---|
| USER NAME  | = | LauriA   | DESIGNED | - | REVISED | - |
|            |   |          | 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 |                     |        |              |           |

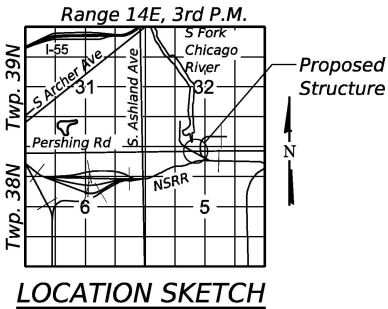


Bench Mark: #4116 76' W. of the W. line of Wallace Ave. & on N. line of Pershing Rd. Mark cut on the S.E. Corner of stone water table at the S.E. corner of single story brick factory building, Elev. = 14.118 Chicago City Datum (CCD). 0.00 Chicago City Datum = 579.18 (NAVD 88).

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.

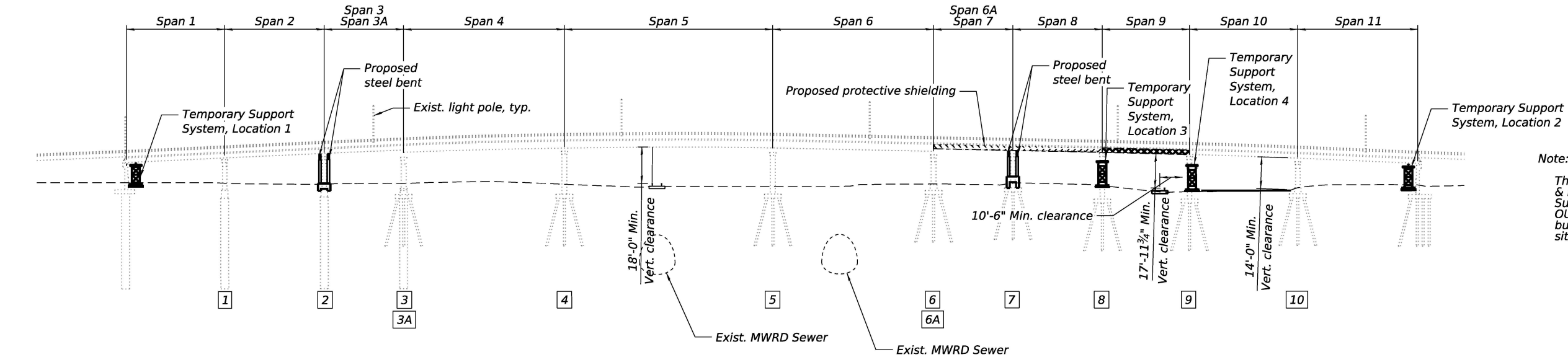
DESIGN SPECIFICATIONS  
2020 AASHTO LRFD Bridge Design  
Specifications, 10th Edition

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

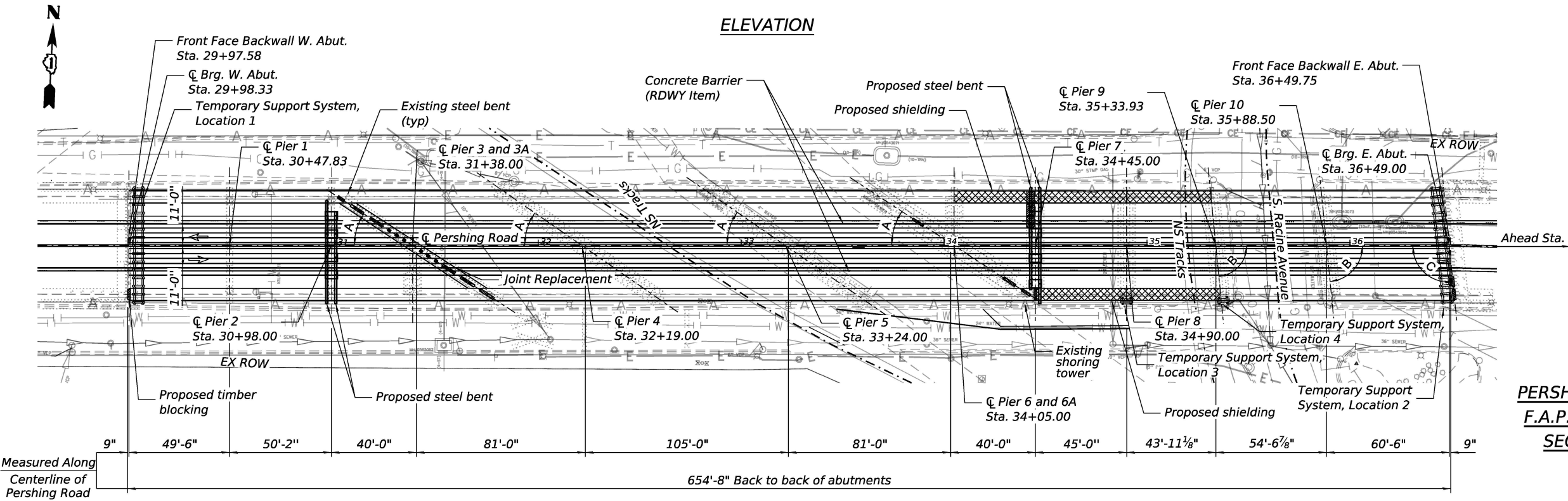
DESIGN STRESSES (ORIGINAL CONSTRUCTION)  
 $f_c = 3,500$  psi  
 $f_y = 33,000$  psi (Reinforcement)  
 $f_y = 33,000$  psi (Structural steel)

Note:

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



PLAN

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

MODEL: Sheet  
FILE NAME: pw://sv-pw-bentley.com/sv-pw-01/Documents/IDT/103590\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/0161623-80C90-001-GPE.dgn



|              |           |            |     |           |  |
|--------------|-----------|------------|-----|-----------|--|
| USER NAME =  | ParkK     | DESIGNED - | CMF | REVISED - |  |
|              |           | CHECKED -  | TJI | REVISED - |  |
| PLOT SCALE = | 1" = 30'  | DRAWN -    | CMF | REVISED - |  |
| PLOT DATE =  | 6/24/2026 | 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        |
| CONTRACT NO. 80C90          |                     |        |              |           |
| ILLINOIS   FED. AID PROJECT |                     |        |              |           |

GENERAL NOTES

1. All structural steel shall be AASHTO M 270 Grade 36.
2. The cost of epoxy grouting threaded rods on the piers shall be included with Furnishing and Erecting Structural Steel.
3. See Section 584 of the Standard Specification for Epoxy Grouting of Threaded Rods; Minimum Embedment 9".
4. 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.
5. Calculated weight of Structural Steel = 61,340 pounds (Grade 36).
6. No field welding is permitted except as specified in the contract documents.
7. Reinforcement bars designated (E) shall be epoxy coated.
8. 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.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.
10. 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.
11. 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.
12. "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).

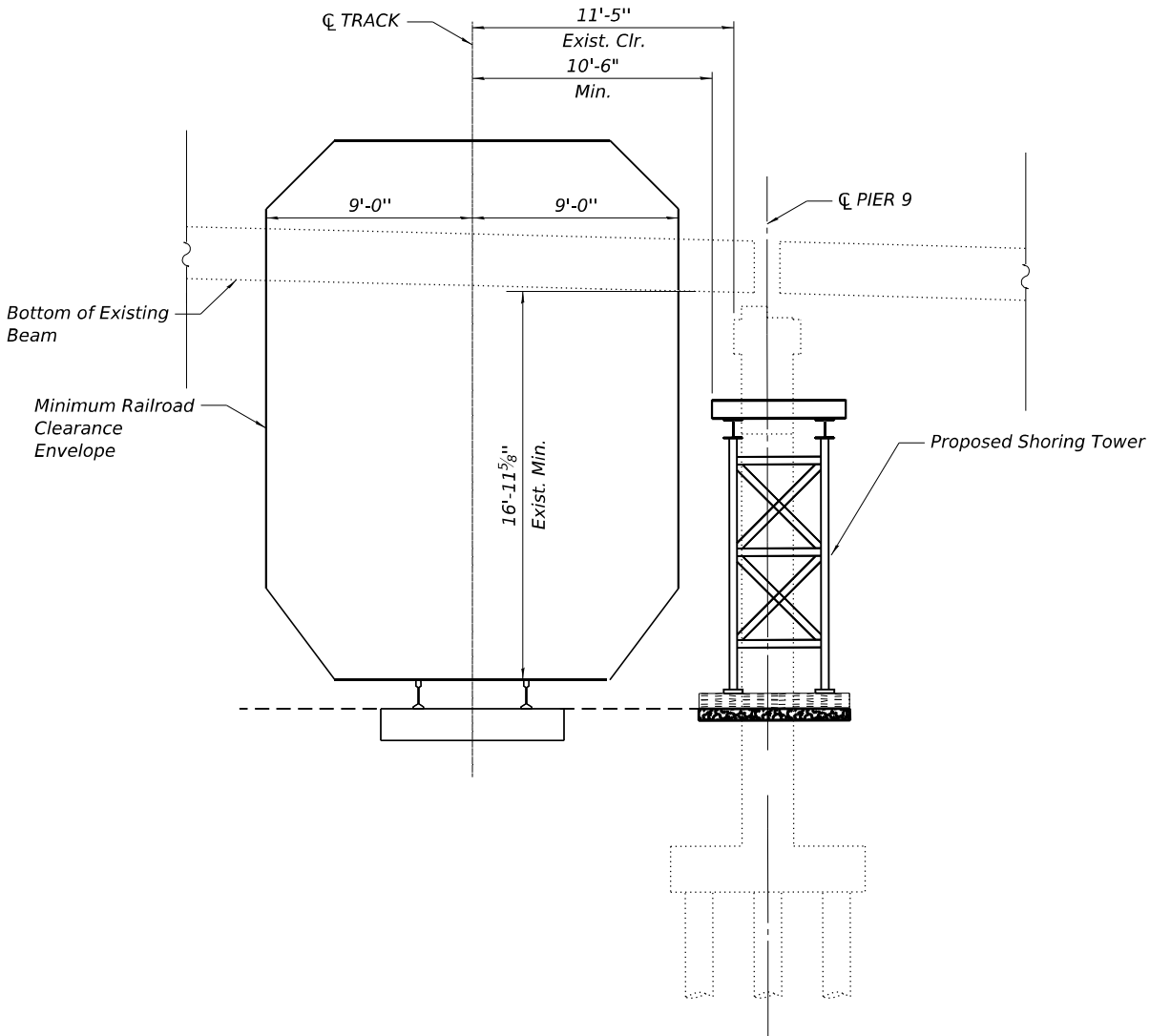
13. Installation of permanent shoring and all other structures located on or adjacent to Norfolk Southern Railway's right-of-way may require a Track Monitoring program in accordance with Section 5.1 of Norfolk Southern's "Special Provisions for Protection of Railway Interests."
14. Contractor shall be responsible for coordinating with te railroad for necessary track protection during construction operations.
15. Contractor shall reference IDOT's Guide for Working with Railroads to support their construction and coordination efforts with the railroad.
16. 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.
17. 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

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

INDEX OF SHEETS

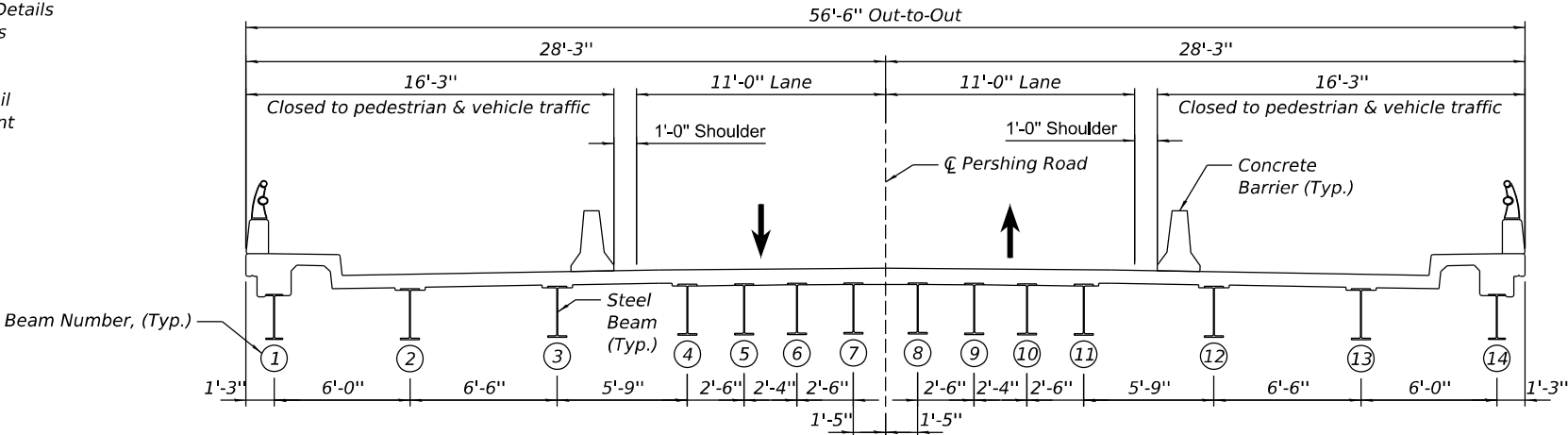
- S1. General Plan and Elevation
- S2. General Notes, Index of Drawings, & Bill of Material
- S3. Framing Plan
- S4. West Abutment Plan and Elevation
- S5. East Abutment Plan and Elevation
- S6. Shoring Tower Details
- S7. Pier 2 Plan and Elevation
- S8. Pier 7 Plan and Elevation
- S9. Pier 8 Plan and 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 | 158   |        | 158    |
| 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 |       | 61,340 | 61,340 |
| 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 Support System, Location 1                                 | Each  |       | 1      | 1      |
| Temporary Support System, Location 2                                 | Each  |       | 1      | 1      |
| Temporary Support System, Location 3                                 | Each  |       | 1      | 1      |
| Temporary Support System, Location 4                                 | Each  |       | 1      | 1      |
| Temporary Shoring and Cribbing                                       | Each  |       | 12     | 12     |



BRIDGE TYPICAL SECTION  
(Looking East)

MODEL: Sheet  
FILE NAME: p:\v\sv-pw-bentley.com\stsv-pw-01\Documents\DOT\402103590\_CJ\_Bridge\Repair Plans\0161423-80C90-002-Gen-Notes\_01



|              |           |            |     |           |  |
|--------------|-----------|------------|-----|-----------|--|
| USER NAME =  | FurlonCM  | DESIGNED - | TJI | REVISED - |  |
|              |           | CHECKED -  | JP  | REVISED - |  |
| PLOT SCALE = | NO SCALE  | DRAWN -    | TJI | REVISED - |  |
| PLOT DATE =  | 6/19/2026 | CHECKED -  | JP  | REVISED - |  |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

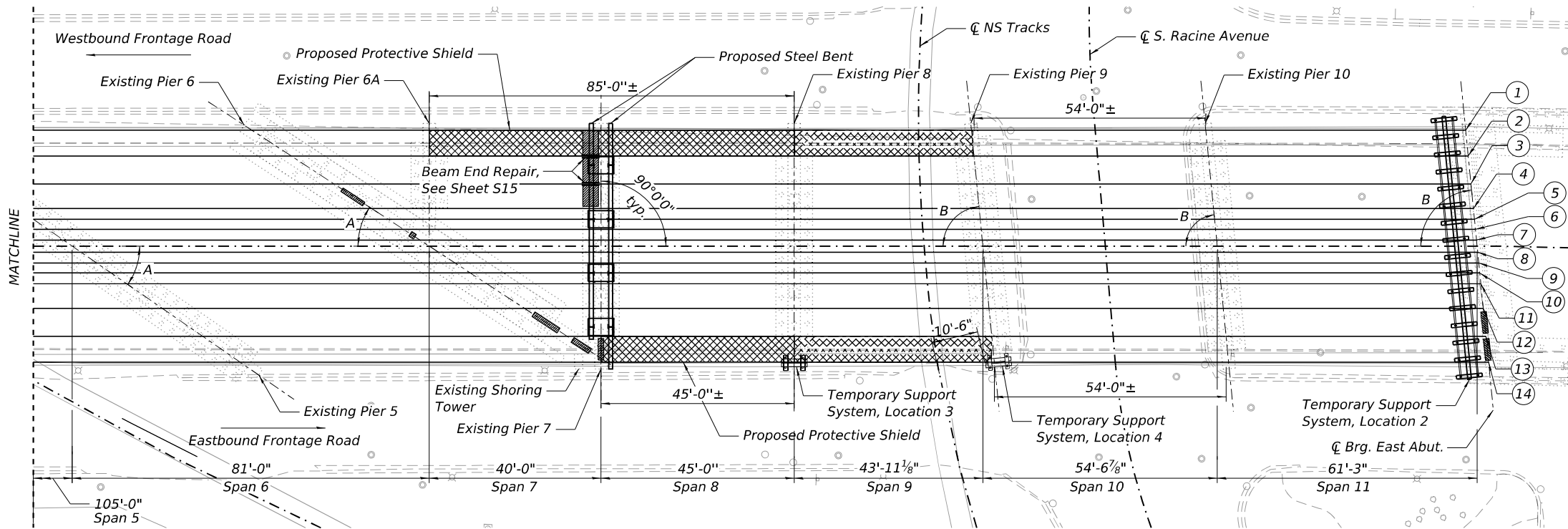
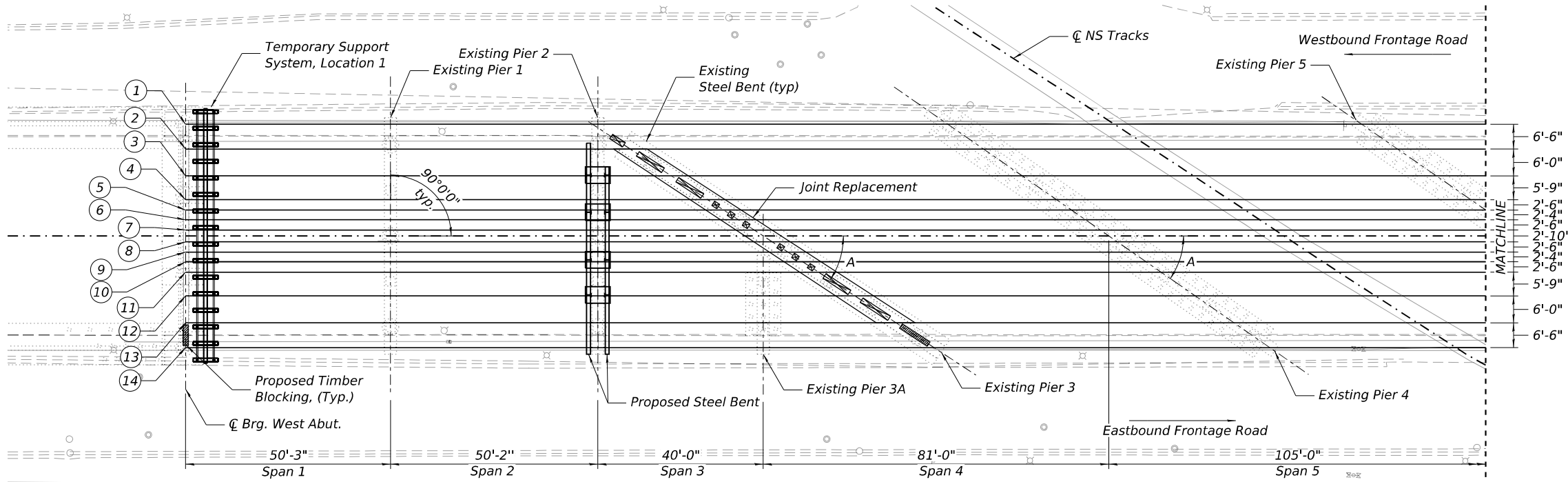
SHEET NO. S2 OF S16 SHEETS

| 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 |                     |        |              |           |

MODEL: Sheet Framing Plan  
FILE NAME: pw://st-v-pw.bentley.com/st-v-pw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ Bridge/Repair Plans/0161423-80C90-003-Framing Plan

Existing Pier Skew Angles

|   |           |
|---|-----------|
| A | 33°09'25" |
| B | 84°22'11" |



Legend

|  |                                     |
|--|-------------------------------------|
|  | Protective Shield                   |
|  | Timber Blocking & Diaphragm Removal |
|  | Beam Number                         |
|  | Diaphragm Removal                   |



|            |                 |          |       |         |   |
|------------|-----------------|----------|-------|---------|---|
| USER NAME  | = MullerJ       | DESIGNED | - CMF | REVISED | - |
|            |                 | CHECKED  | - TJI | REVISED | - |
| PLOT SCALE | = 1/16" = 1'-0" | DRAWN    | - CMF | REVISED | - |
| PLOT DATE  | = 6/19/2026     | CHECKED  | - JP  | REVISED | - |

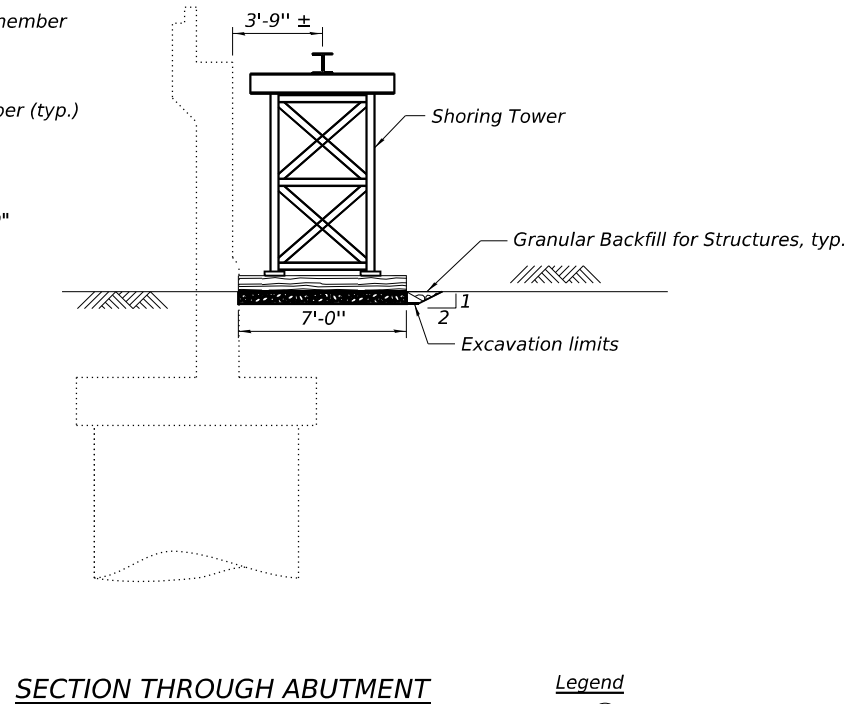
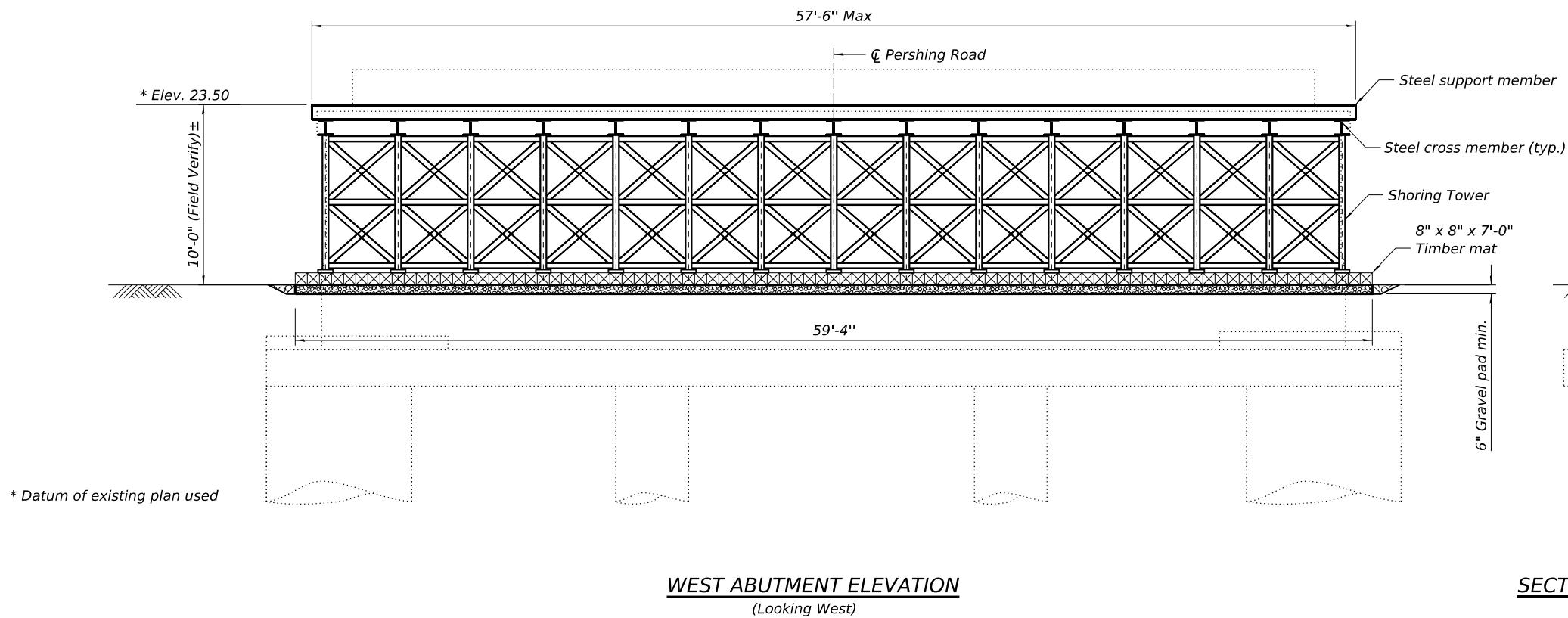
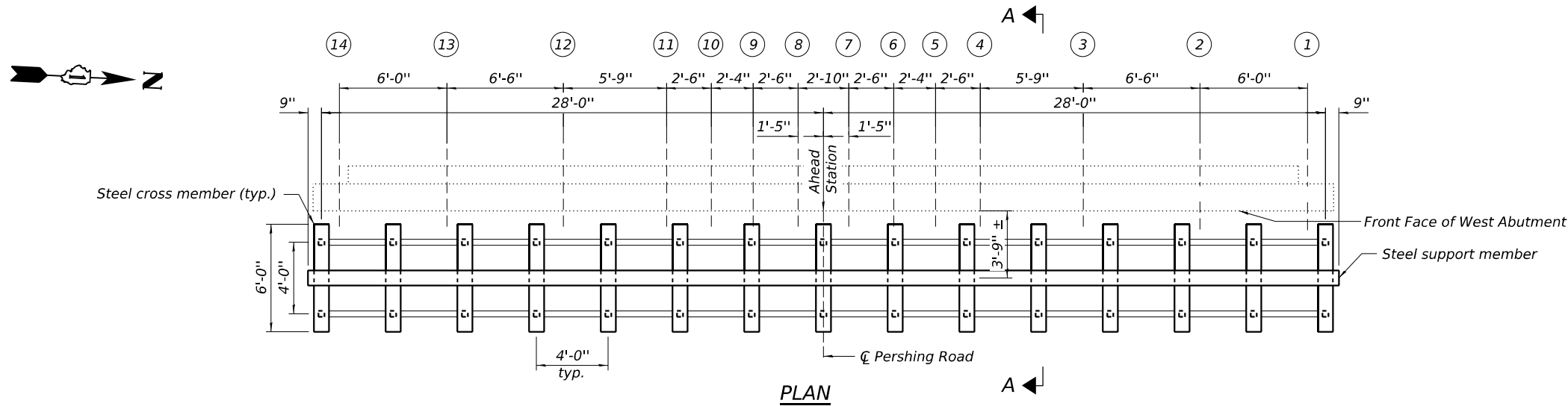
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN  
STRUCTURE NO. 016-0396

SHEET NO. S3 OF S16 SHEETS

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

MODEL: Sheet  
FILE NAME: pw://stc-pw.bentley.com/stc-pw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ Bridge/Repair Plans/0161423-80C90-004-W\_ABUT.dgn



SHIM TABLE FOR WEST 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) | 3 1/2  | 1/2    | 1 13/16 | 3 1/8  | 3 1/2  | 3 3/4  | 3 13/16 | 3 13/16 | 3 3/4  | 3 1/2   | 3 1/8   | 1 13/16 | 1/2     | 3 1/2   |

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 substructure while excavating for temporary support system.

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 Support System.

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 Support System.



|            |   |           |
|------------|---|-----------|
| USER NAME  | = | MullerJ   |
| PLOT SCALE | = |           |
| PLOT DATE  | = | 6/19/2026 |

|          |   |     |
|----------|---|-----|
| DESIGNED | - | CMF |
| CHECKED  | - | NL  |
| DRAWN    | - | WC  |
| CHECKED  | - | JP  |

|         |   |  |
|---------|---|--|
| REVISED | - |  |
| REVISED | - |  |
| REVISED | - |  |
| REVISED | - |  |

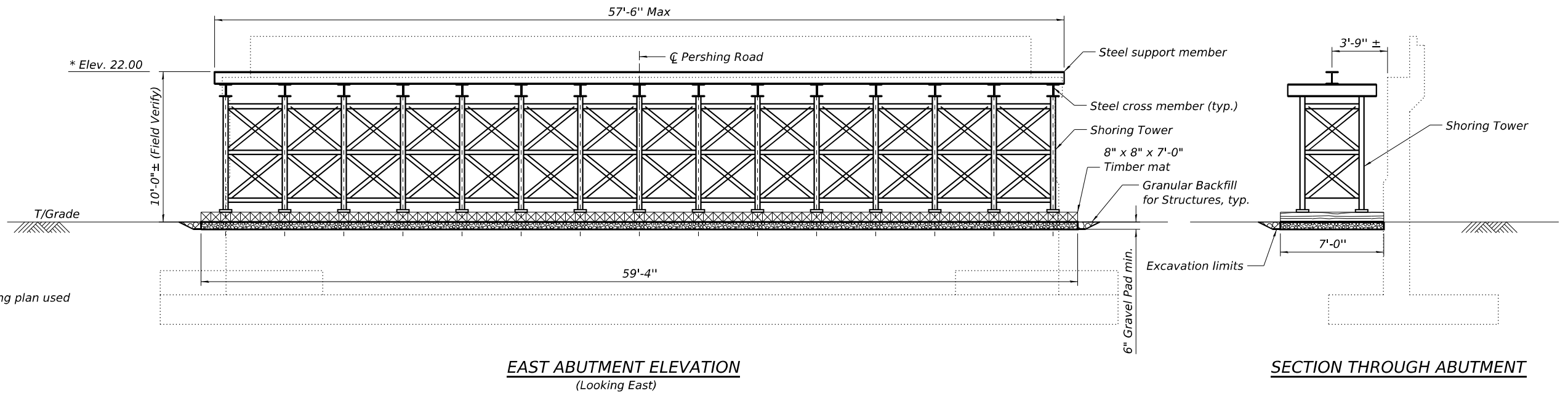
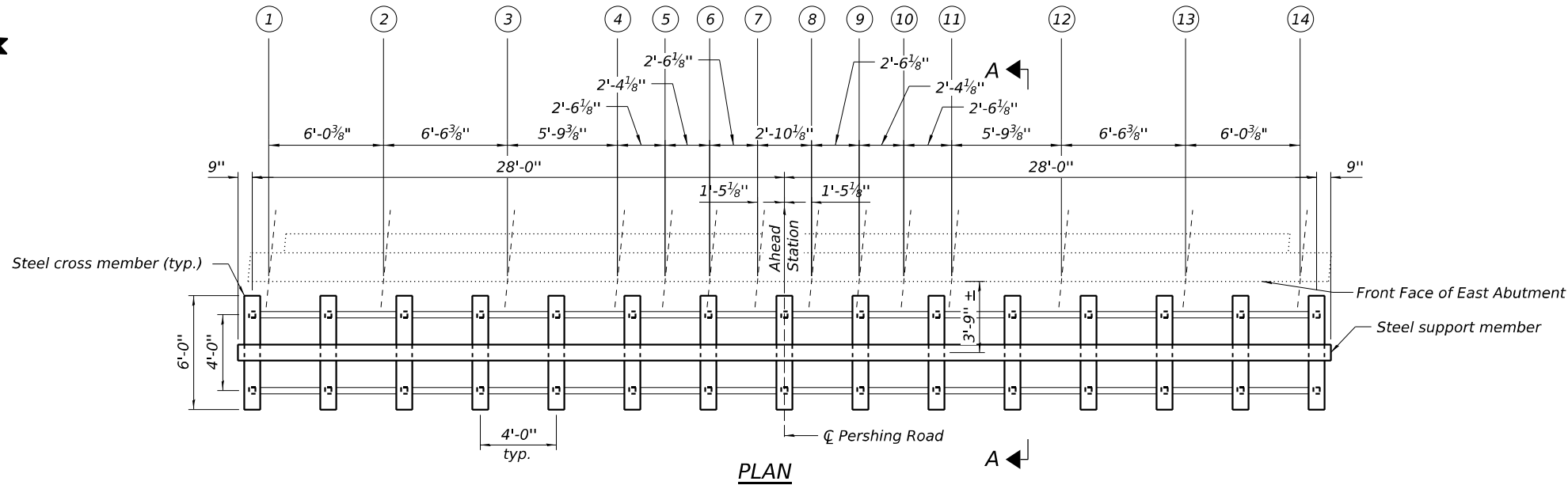
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT PLAN AND ELEVATION  
STRUCTURE NO. 016-0396

SHEET NO. S4 OF S16 SHEETS

| F.A.P. RTE.               | SECTION             | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------------|--------|--------------|-----------|
| 391                       | (1616-VB-WPGM) BR25 | COOK   | 40           | 25        |
| CONTRACT NO. 80C90        |                     |        |              |           |
| ILLINOIS FED. AID PROJECT |                     |        |              |           |

MODEL: Sheet  
FILE NAME: pw://st-v-pw-bentley.com:st-v-pw-01/Documents/IDOT/402.1035/90\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/0161423-80C90-005-East Abut.dgn



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>9</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>3</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.

Legend  
⑥ Beam Number

Notes:  
Contractor to ensure that no damage is done to existing substructure while excavating for temporary support system.  
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 Support System.  
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 Support System.



|              |           |            |     |           |  |
|--------------|-----------|------------|-----|-----------|--|
| USER NAME =  | MullerJ   | DESIGNED - | CMF | REVISED - |  |
|              |           | CHECKED -  | NL  | REVISED - |  |
| PLOT SCALE = |           | DRAWN -    | WC  | REVISED - |  |
| PLOT DATE =  | 6/19/2026 | CHECKED -  | JP  | REVISED - |  |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT PLAN AND ELEVATION  
STRUCTURE NO. 016-0396

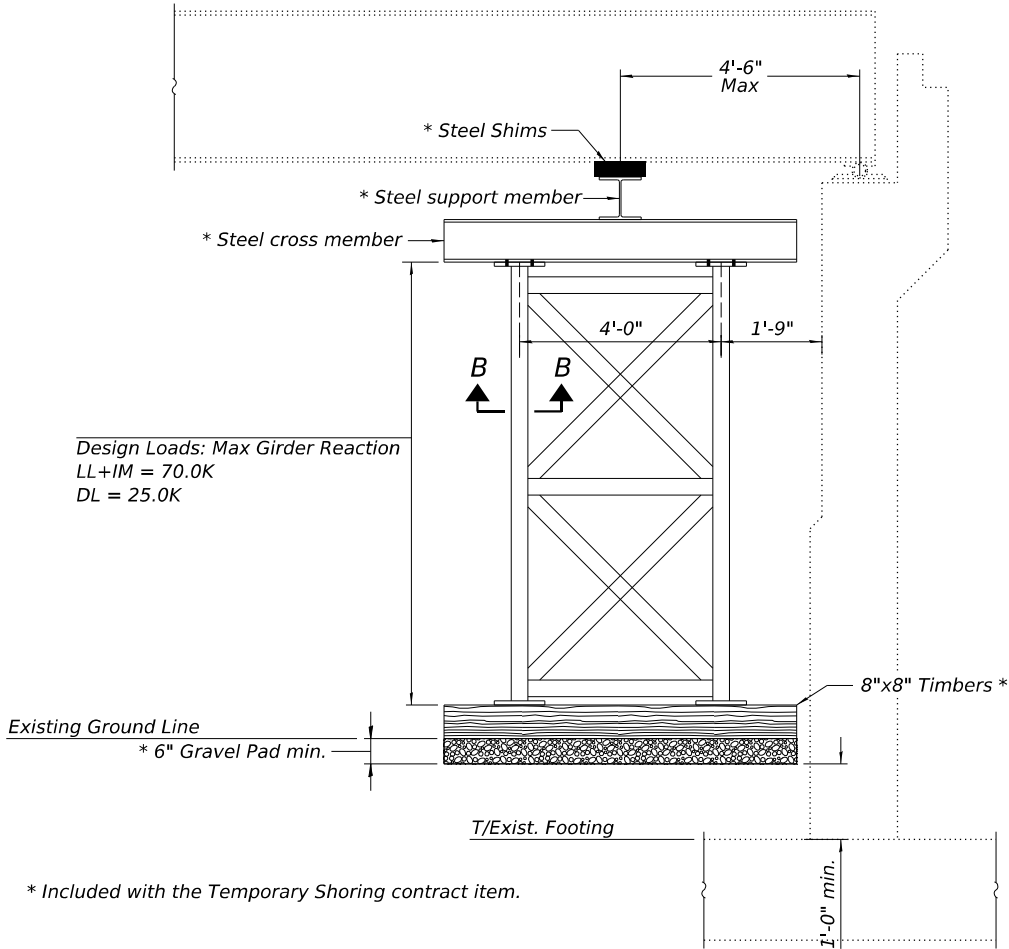
SHEET NO. S5 OF S16 SHEETS

| F.A.P. RTE.               | SECTION             | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------------|--------|--------------|-----------|
| 391                       | (1616-VB-WPGM) BR25 | COOK   | 40           | 26        |
| CONTRACT NO. 80C90        |                     |        |              |           |
| ILLINOIS FED. AID PROJECT |                     |        |              |           |

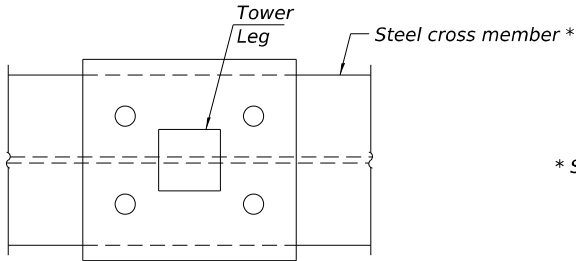
MODEL: Sheet  
FILE NAME: pw://stx-pw.bentley.com:stx-pw-01/Documents/IDOT/402.1035/90\_CAD\_Models and Sheets/04\_CJ\_Bridge/Repair\_Plans/0161423-80C90-006-Details.dgn

BILL OF MATERIAL

| Location      | ITEM                                 | UNIT | SUPER | SUB | TOTAL |
|---------------|--------------------------------------|------|-------|-----|-------|
| West Abutment | Temporary Support System, Location 1 | Each |       | 1   | 1     |
| East Abutment | Temporary Support System, Location 2 | Each |       | 1   | 1     |

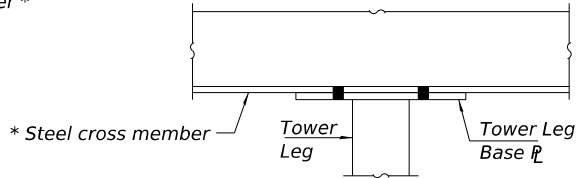


SECTION A-A

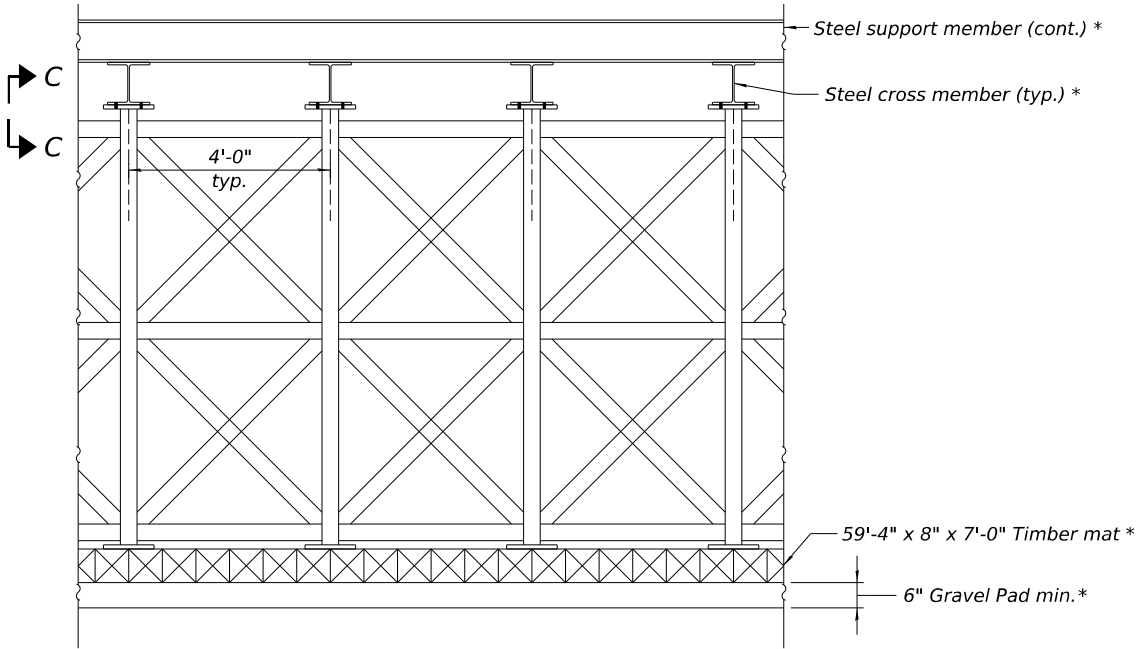


SECTION B-B

Connection between tower leg plate and steel cross member per tower manufacturer recommendations.



VIEW C-C



ABUTMENT SHORING TOWER ELEVATION

Notes:  
For shim details, see sheet S11.  
For location of Section A-A, see sheets S4 & S5.  
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 Support System. See Special Provisions.



|            |   |           |          |   |     |         |   |
|------------|---|-----------|----------|---|-----|---------|---|
| USER NAME  | = | MullerJ   | DESIGNED | - | CMF | REVISED | - |
|            |   |           | CHECKED  | - | NL  | REVISED | - |
| PLOT SCALE | = |           | DRAWN    | - | WC  | REVISED | - |
| PLOT DATE  | = | 6/19/2026 | CHECKED  | - | JP  | REVISED | - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

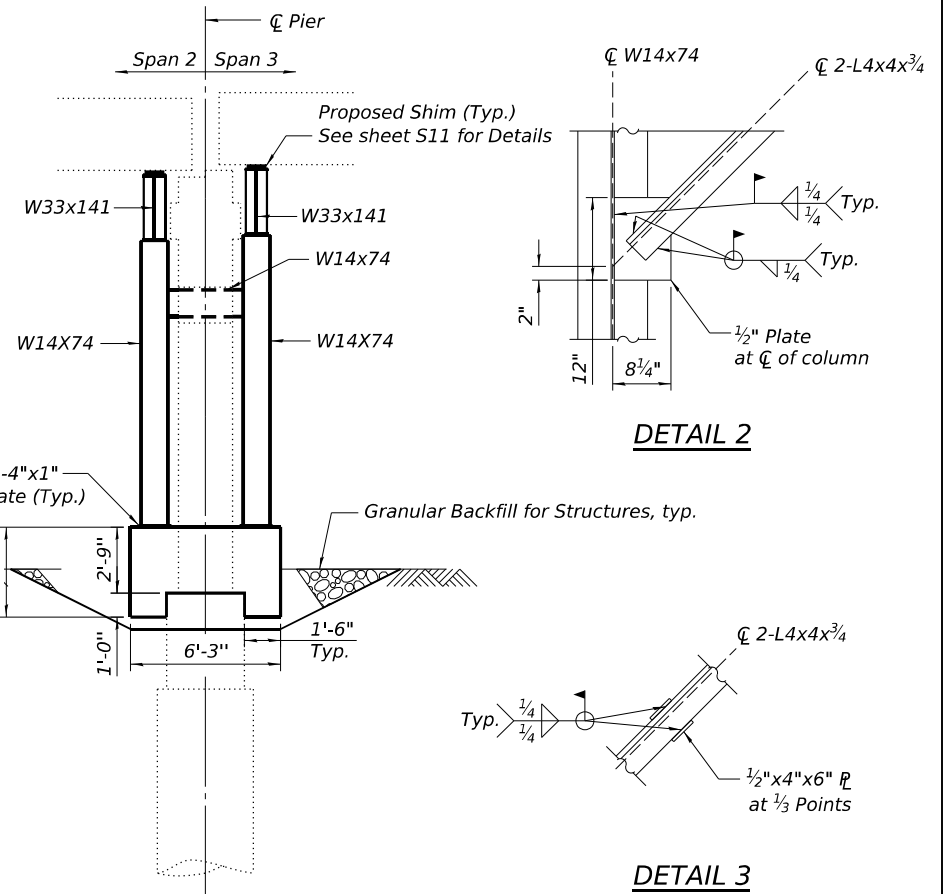
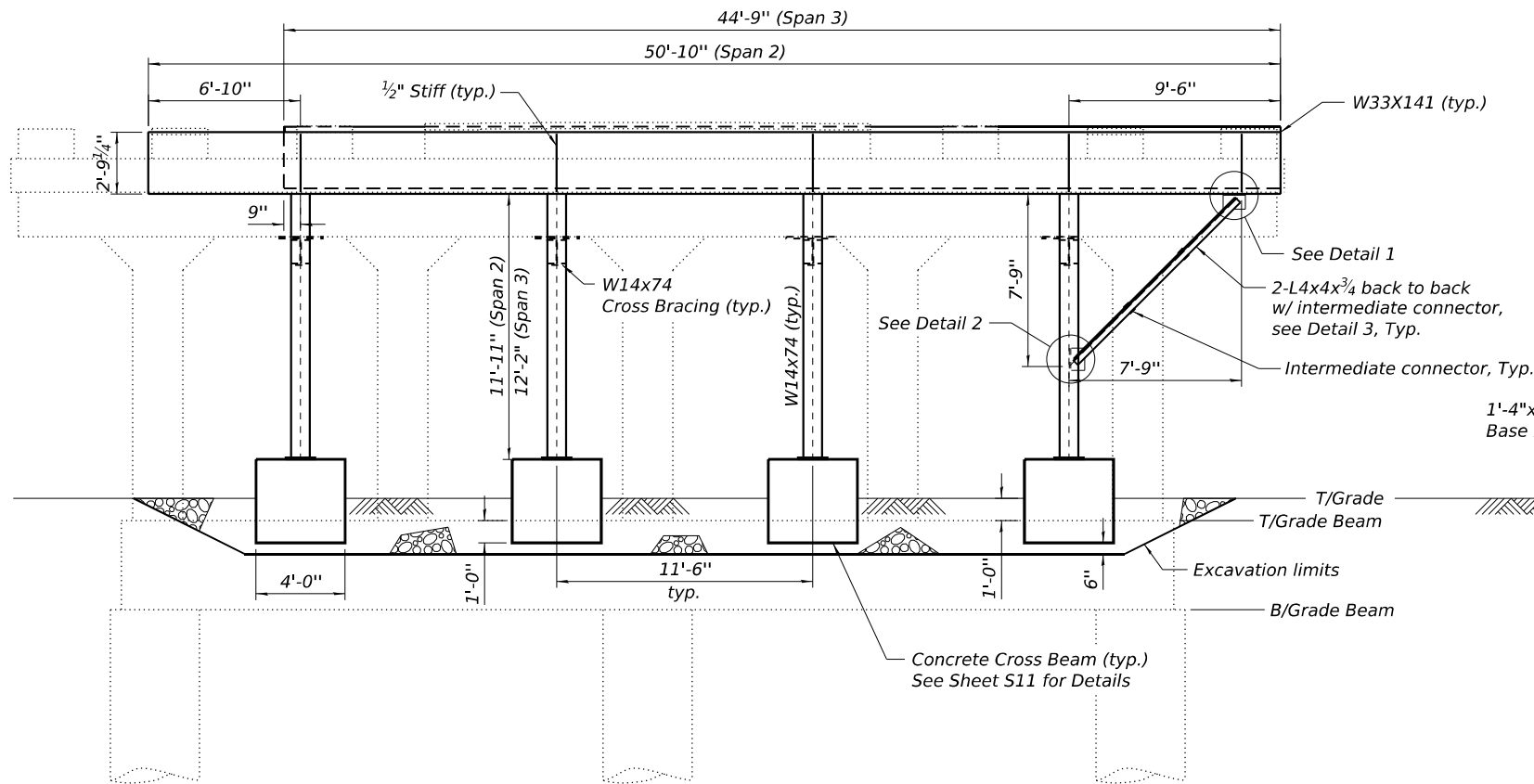
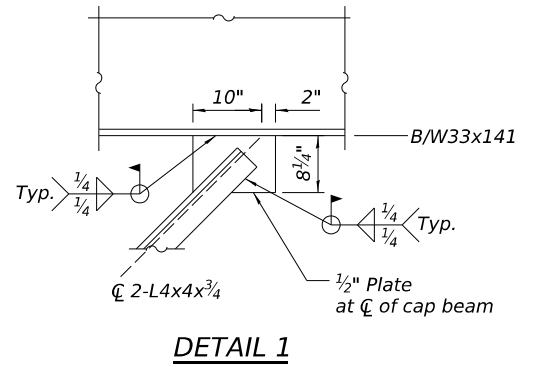
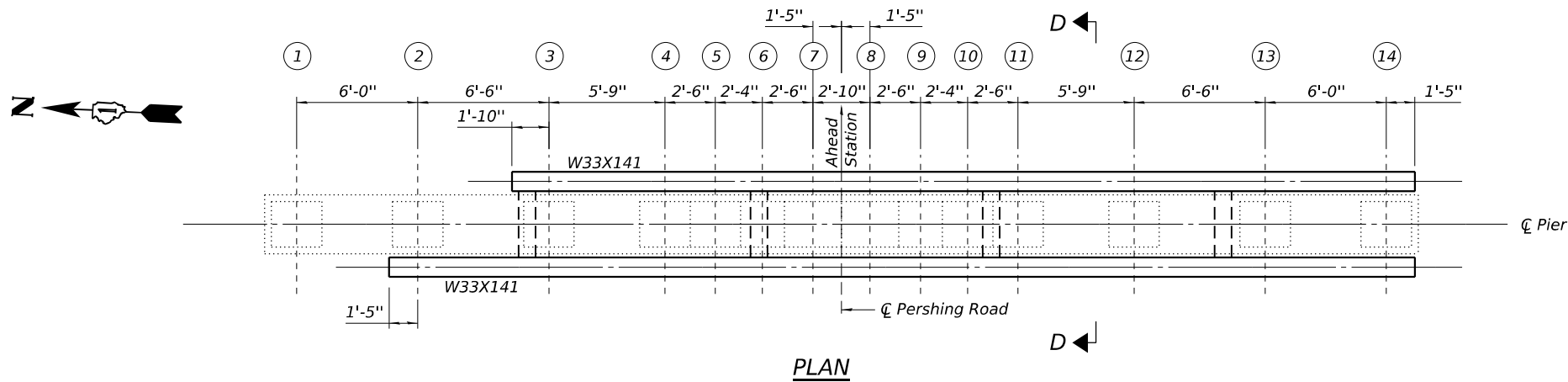
SHORING TOWER DETAILS  
STRUCTURE NO. 016-0396

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 |                     |        |              |           |



MODEL: Sheet  
FILE NAME: pw://stc-pw.bentley.com/stc-pw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/0161423-80C90-007-Pier 2.dgn



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 1/4  | 3 3/8  | 3 7/8  | 3 15/16 | 3 1/8  | 3 1/16 | 4       | 3 3/8   | 1 15/16 | 5/8     | 3 3/8   |
| Shim Thickness Required Span 3 (inches) | -      | -      | 2 3/16 | 3 5/8  | 4      | 4 1/4  | 4 3/16  | 4 1/16 | 4 1/4  | 4       | 3 3/8   | 2 3/16  | 1       | 1 1/8   |

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

Legend  
⑥ Beam Number

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



|                                  |                |           |
|----------------------------------|----------------|-----------|
| USER NAME = CoffeyW              | DESIGNED - CMF | REVISED - |
| PLOT SCALE = 1/8" = 1'-0" U.O.N. | CHECKED - NL   | REVISED - |
| PLOT DATE = 3/6/2026             | DRAWN - WC     | REVISED - |
|                                  | CHECKED - JP   | REVISED - |

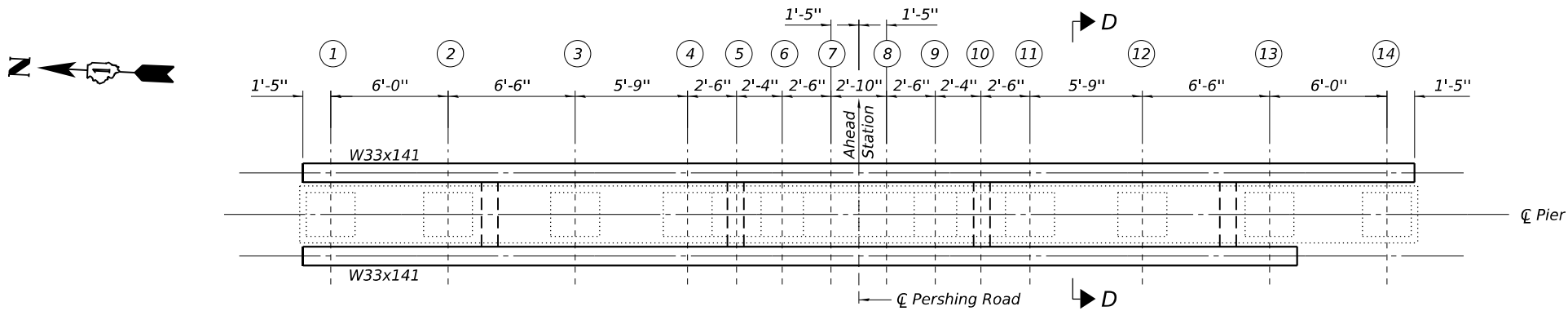
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER 2 PLAN AND ELEVATION  
STRUCTURE NO. 016-0396

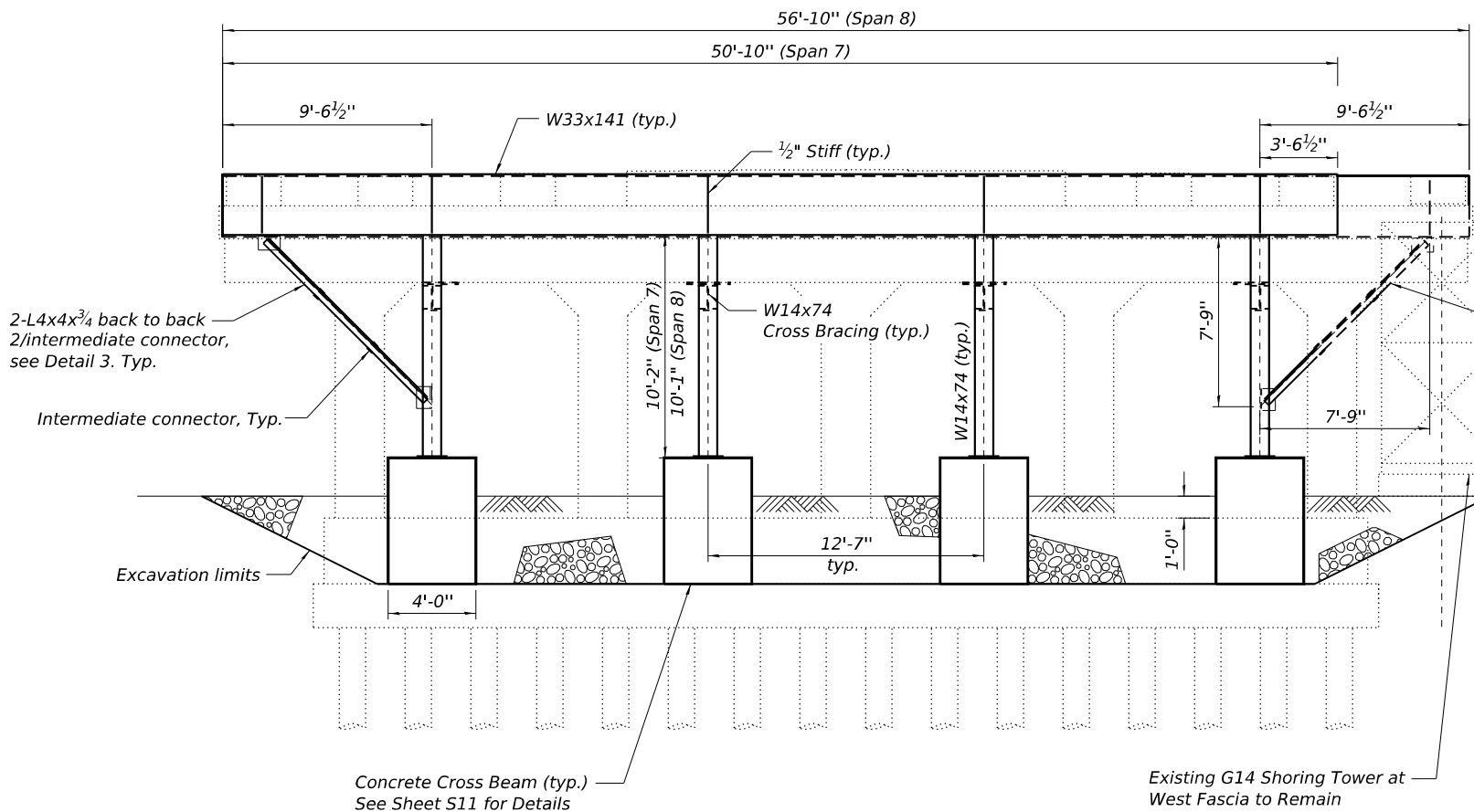
SHEET NO. S7 OF S16 SHEETS

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

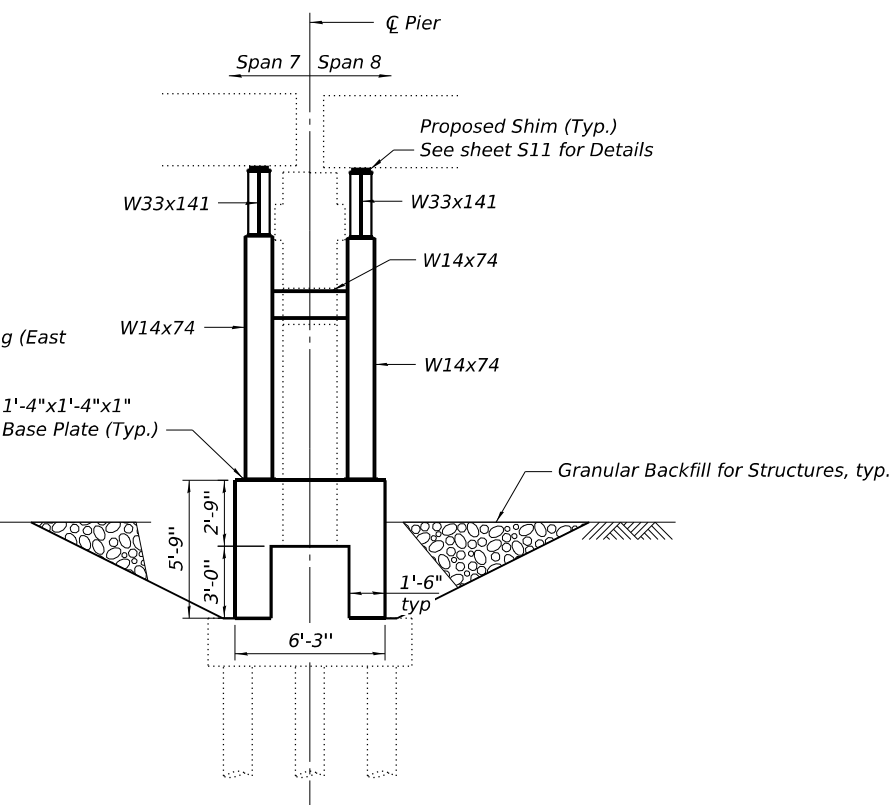
MODEL: Sheet  
FILE NAME: pw://stvpw-bentley.com/stvpw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/0161423-80C90-008-Pier 7.dgn



PLAN



PIER 7 ELEVATION WEST FACE  
(Looking East)



SECTION THROUGH PIER

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 | 4 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.

Legend

6 Beam Number

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



|            |   |                     |          |   |     |         |   |
|------------|---|---------------------|----------|---|-----|---------|---|
| USER NAME  | = | CoffeyW             | DESIGNED | - | CMF | REVISED | - |
| PLOT SCALE | = | 1/8" = 1'-0" U.O.N. | CHECKED  | - | NL  | REVISED | - |
| PLOT DATE  | = | 3/6/2026            | DRAWN    | - | WC  | REVISED | - |
|            |   |                     | CHECKED  | - | JP  | REVISED | - |

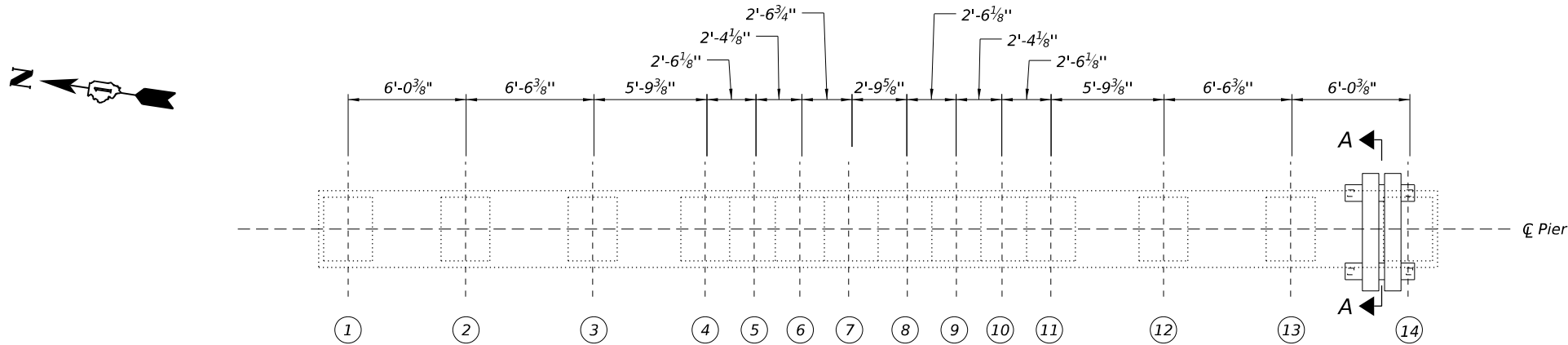
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER 7 PLAN AND ELEVATION  
STRUCTURE NO. 016-0396

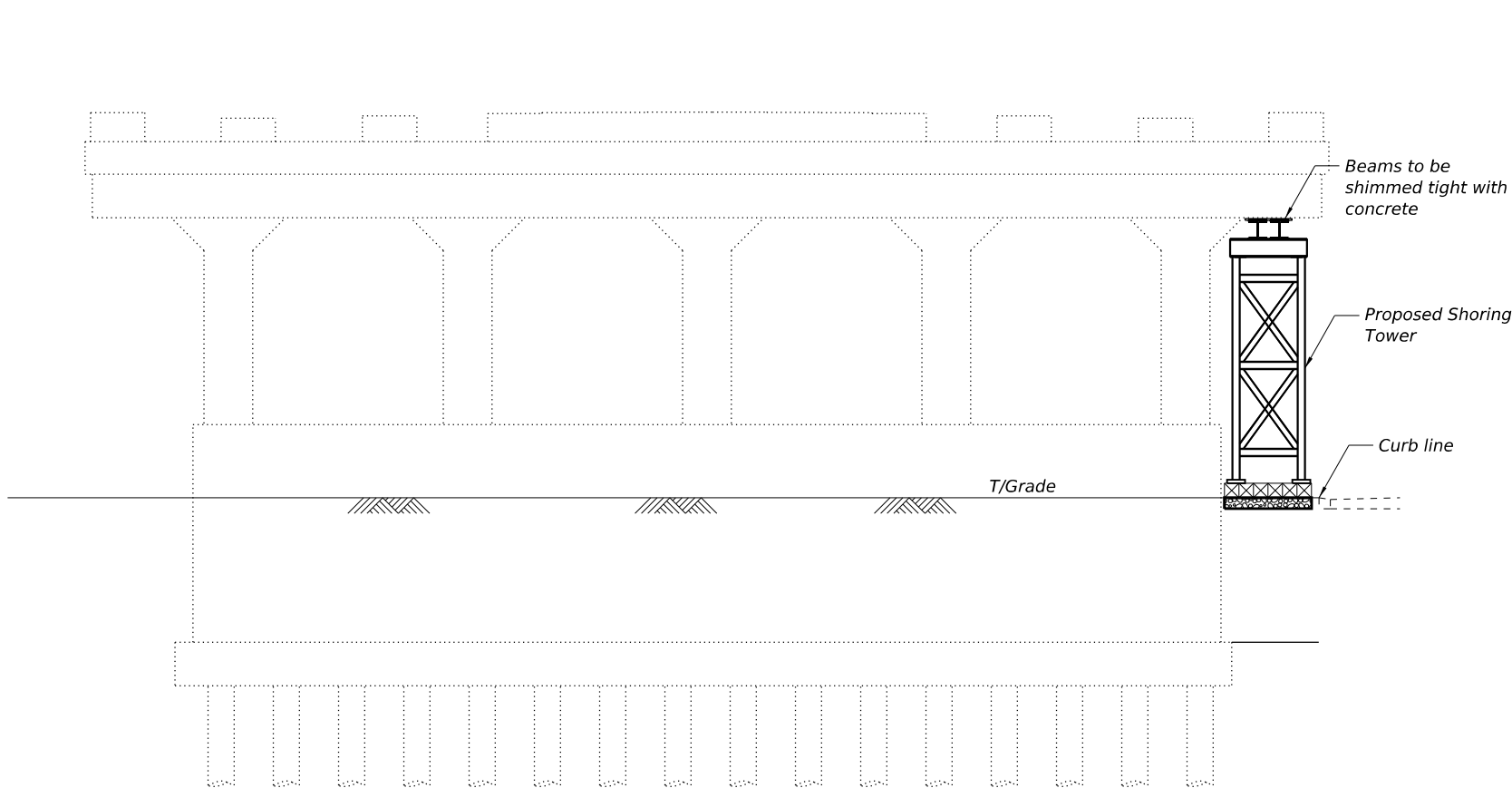
SHEET NO. S8 OF S16 SHEETS

| F.A.P. RTE.               | SECTION             | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------------|--------|--------------|-----------|
| 391                       | (1616-VB-WPGM) BR25 | COOK   | 40           | 29        |
| CONTRACT NO. 80C90        |                     |        |              |           |
| ILLINOIS FED. AID PROJECT |                     |        |              |           |

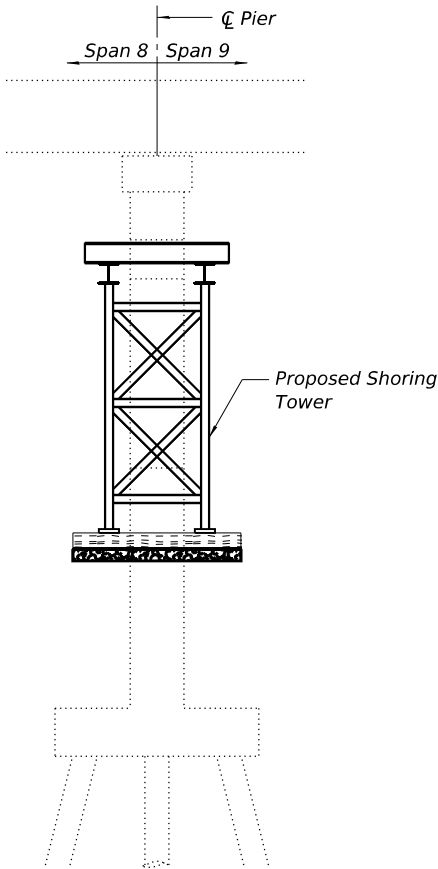
MODEL: Sheet  
FILE NAME: pw://stv-pw.bentley.com:stvpw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ Bridge/Repair Plans/0161423-80C90-008A-Pier-8.dgn



PLAN



PIER 8 ELEVATION WEST FACE  
(Looking East)



SECTION A-A

Legend  
⑥ Beam Number

Notes:  
For Section A-A and Pier Shoring Tower Details see sheet S12.  
Contractor to ensure that no damage is done to existing substructure while excavating for temporary support system.  
Shoring towers 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 until price of Temporary Support System.



|            |   |                     |          |   |     |         |   |
|------------|---|---------------------|----------|---|-----|---------|---|
| USER NAME  | = | MullerJ             | DESIGNED | - | CMF | REVISED | - |
|            |   |                     | CHECKED  | - | NL  | REVISED | - |
| PLOT SCALE | = | 1/8" = 1'-0" U.O.N. | DRAWN    | - | WC  | REVISED | - |
| PLOT DATE  | = | 6/19/2026           | CHECKED  | - | JP  | REVISED | - |

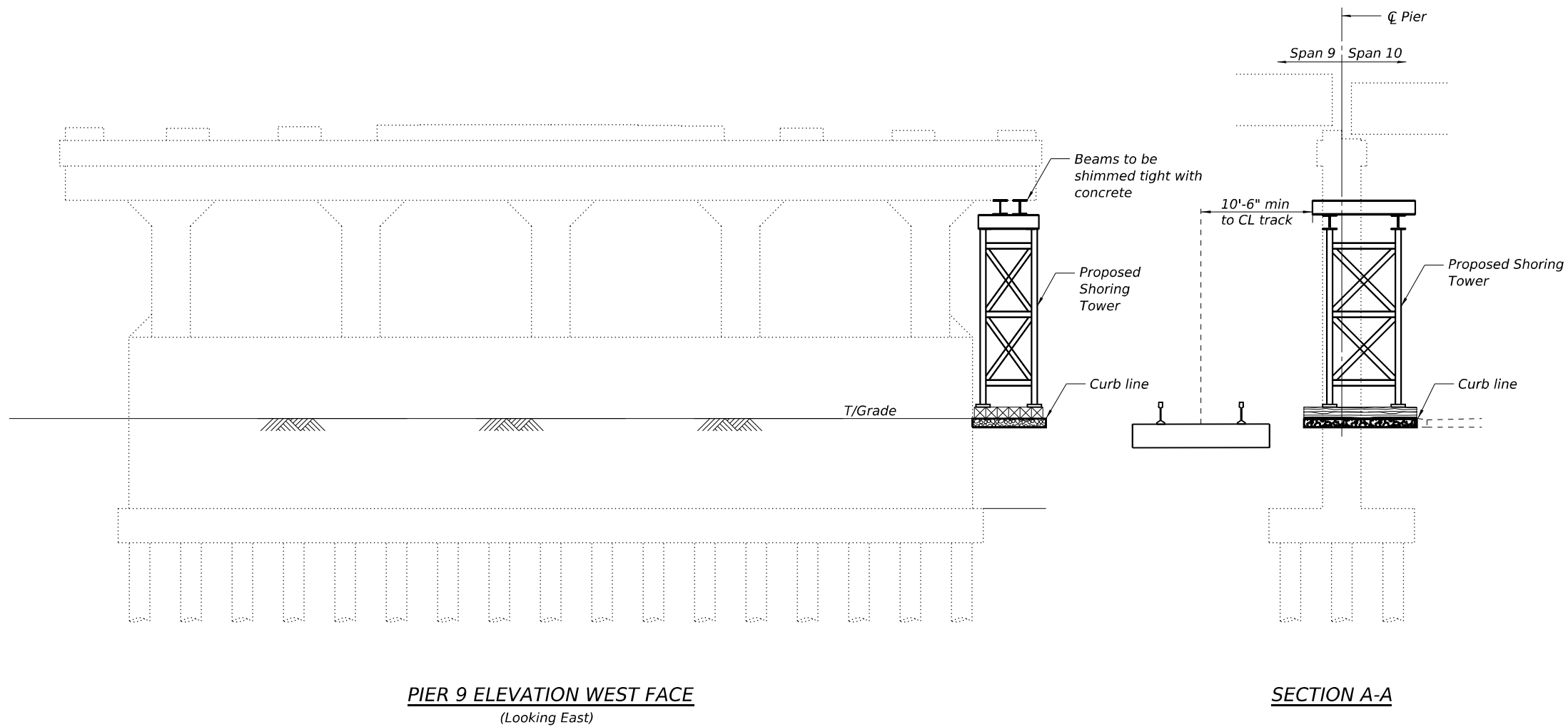
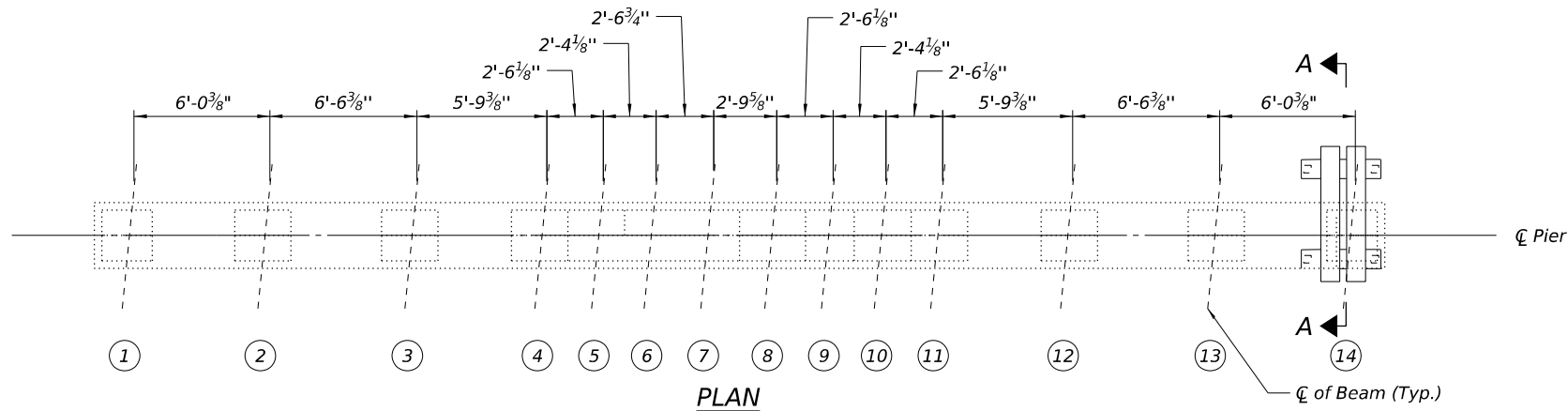
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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 |                     |        |              |           |

MODEL: Sheet  
FILE NAME: pw://stx-pw-bentley.com/stx-pw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_CJ Bridge/Repair Plans/0161423-80C90-009-Pier-9.dgn



**Legend**

⑥ Beam Number

Notes:  
For Section A-A and Pier Shoring Tower Details see sheet S12.  
Contractor to ensure that no damage is done to existing substructure while excavating for temporary support system.  
Shoring towers 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 until price of Temporary Support System.



|            |   |                     |          |   |     |         |   |  |
|------------|---|---------------------|----------|---|-----|---------|---|--|
| USER NAME  | = | MullerJ             | DESIGNED | - | CMF | REVISED | - |  |
|            |   |                     | CHECKED  | - | NL  | REVISED | - |  |
| PLOT SCALE | = | 1/8" = 1'-0" U.O.N. | DRAWN    | - | WC  | REVISED | - |  |
| PLOT DATE  | = | 6/19/2026           | CHECKED  | - | JP  | REVISED | - |  |

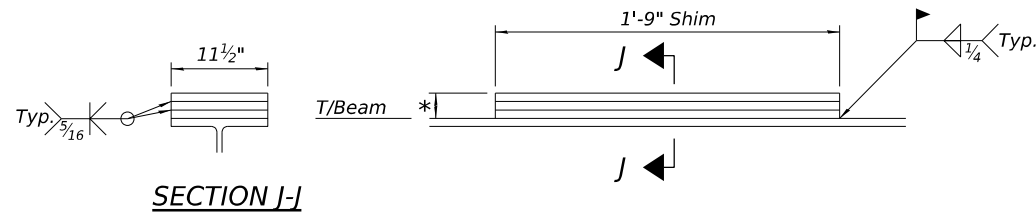
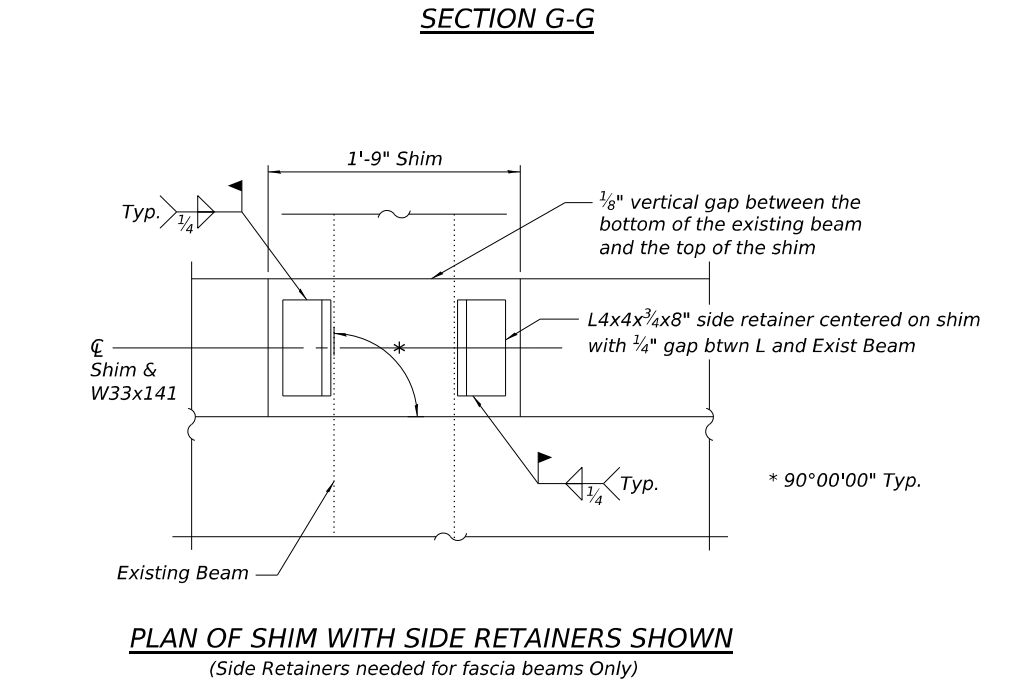
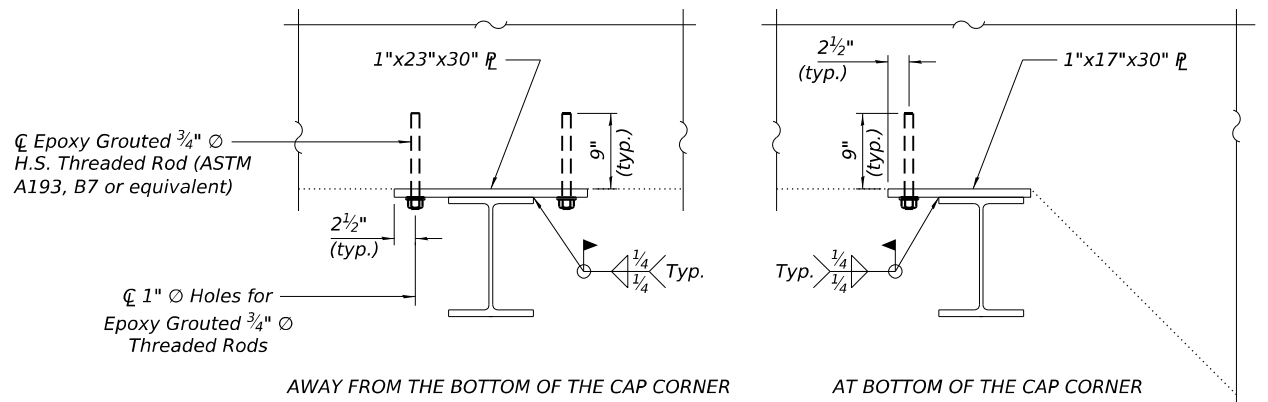
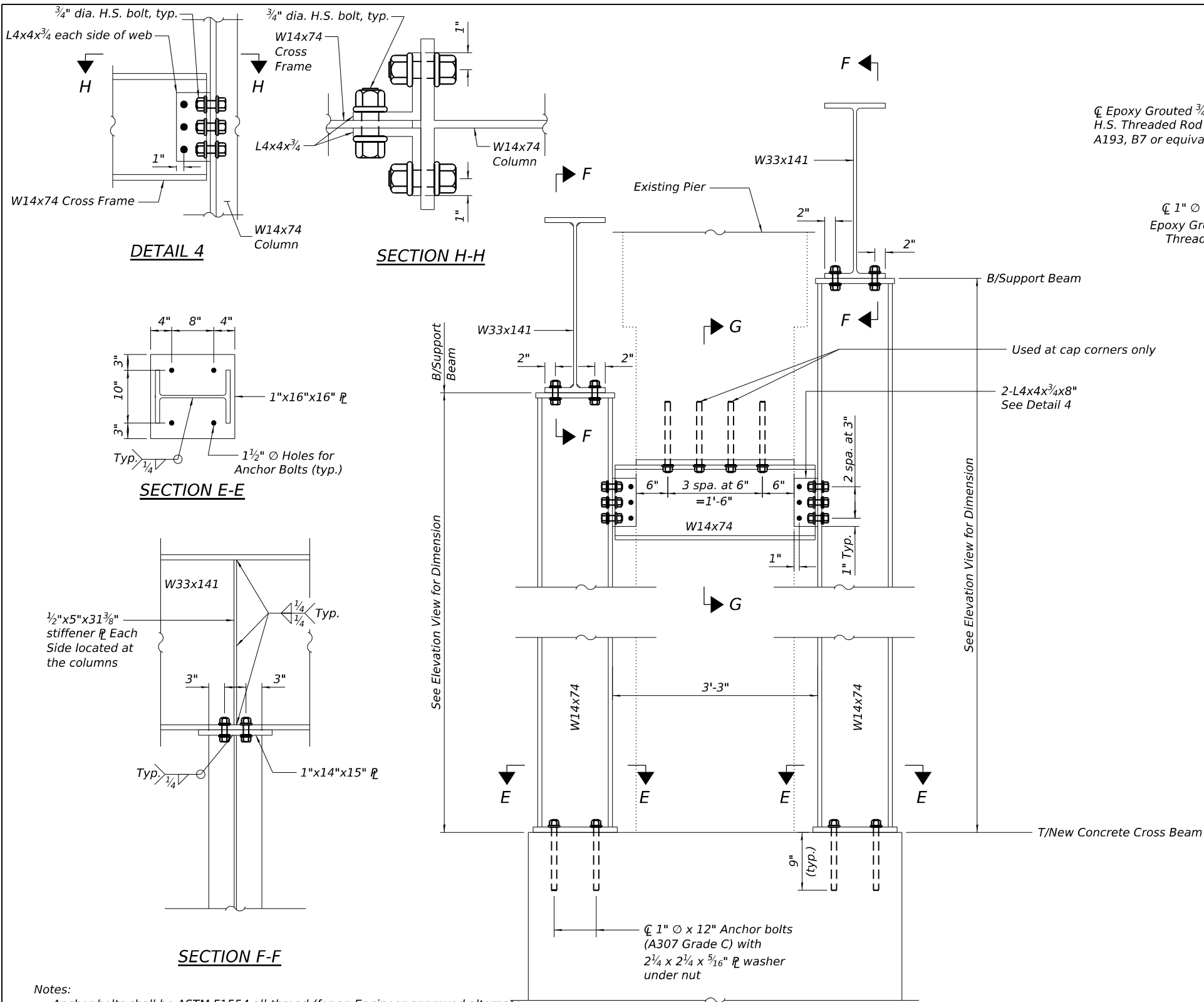
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER 9 PLAN AND ELEVATION  
STRUCTURE NO. 016-0396

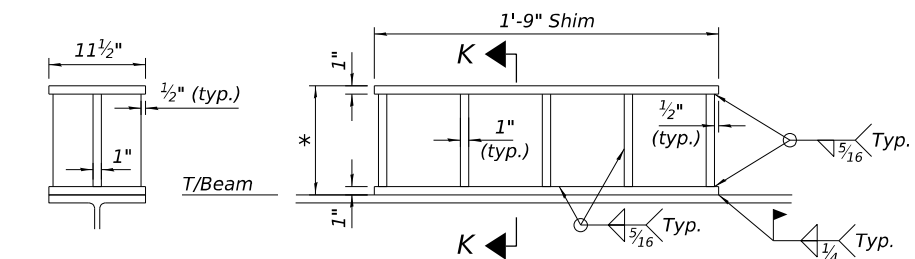
SHEET NO. S10 OF S16 SHEETS

| 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 |                     |        |              |           |

MODEL: Sheet  
FILE NAME: p:\v\sv-pw-bentley.com\st-v-pw-01\Documents\DOT\402103590\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\0161423-80C90-010-Details.dgn  
4/28/2026 11:34:33 AM



**FOR SHIMS LESS THAN 6"**



**FOR SHIMS 6" AND GREATER**

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



|            |   |           |          |   |     |         |   |
|------------|---|-----------|----------|---|-----|---------|---|
| USER NAME  | = | FurlonCM  | DESIGNED | - | CMF | REVISED | - |
| PLOT SCALE | = |           | CHECKED  | - | NL  | REVISED | - |
| PLOT DATE  | = | 4/28/2026 | DRAWN    | - | WC  | REVISED | - |
|            |   |           | CHECKED  | - | JP  | REVISED | - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

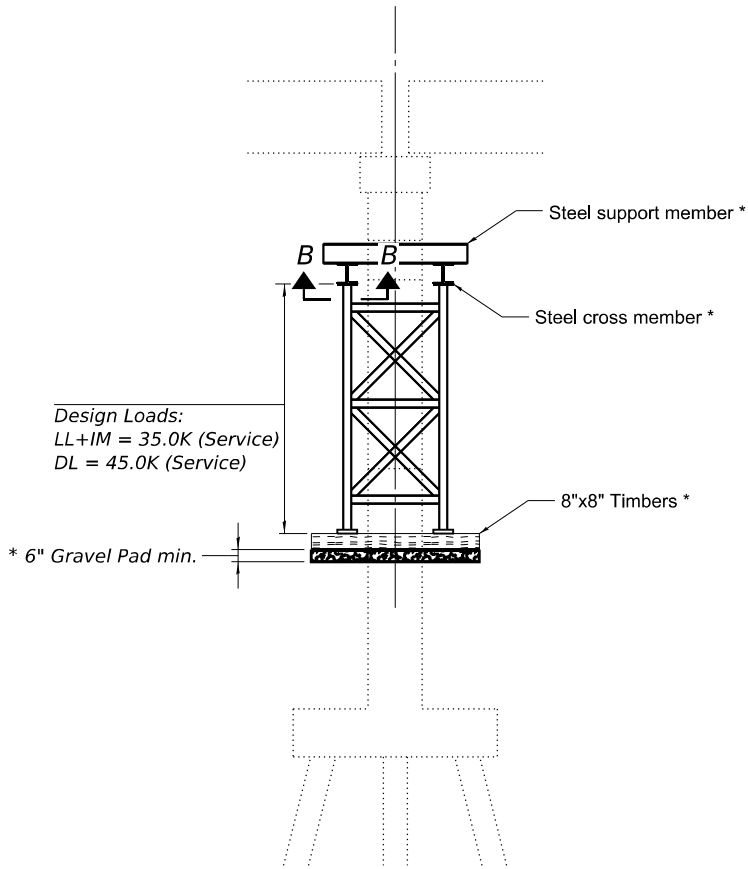
STEEL BENT DETAILS  
STRUCTURE NO. 016-0396

SHEET NO. S11 OF S16 SHEETS

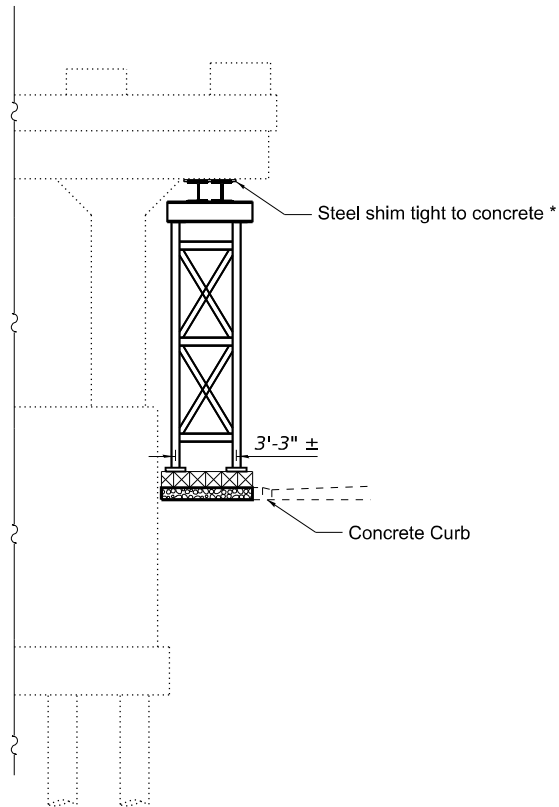
|                           |                     |        |                 |              |
|---------------------------|---------------------|--------|-----------------|--------------|
| F.A.P.<br>RTE.            | SECTION             | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
| 391                       | (1616-VB-WPGM) BR25 | COOK   | 40              | 32           |
| CONTRACT NO. 80C90        |                     |        |                 |              |
| ILLINOIS FED. AID PROJECT |                     |        |                 |              |

BILL OF MATERIAL

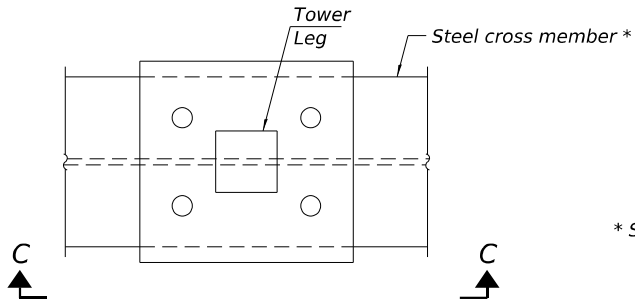
| Location | ITEM                                 | UNIT | SUPER | SUB | TOTAL |
|----------|--------------------------------------|------|-------|-----|-------|
| Pier 8   | Temporary Support System, Location 3 | Each |       | 1   | 1     |
| Pier 9   | Temporary Support System, Location 4 | Each |       | 1   | 1     |



SECTION A-A

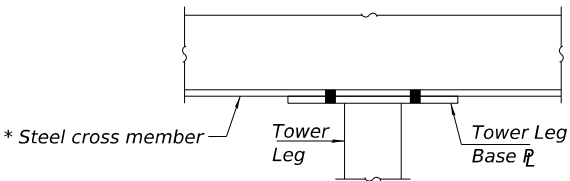


PIER SHORING TOWER ELEVATION



SECTION B-B

Connection between tower leg plate and steel cross member per tower manufacturer recommendations.



VIEW C-C

\* Included with the Temporary Support System contract item.

Notes:  
For location of Section A-A. see sheets S9 & S10.  
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 purposed 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 Support System. See Special Provisions.

MODEL: Sheet  
FILE NAME: p:\v\sv-pw\beniley.com\st-v-pw-0\Documents\DOT\402\03590\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\0161423-80C90-010A-Details.dgn



|            |   |           |          |   |     |         |   |
|------------|---|-----------|----------|---|-----|---------|---|
| USER NAME  | = | FurlonCM  | DESIGNED | - | CMF | REVISED | - |
|            |   |           | CHECKED  | - | NL  | REVISED | - |
| PLOT SCALE | = |           | DRAWN    | - | WC  | REVISED | - |
| PLOT DATE  | = | 6/19/2026 | CHECKED  | - | JP  | REVISED | - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

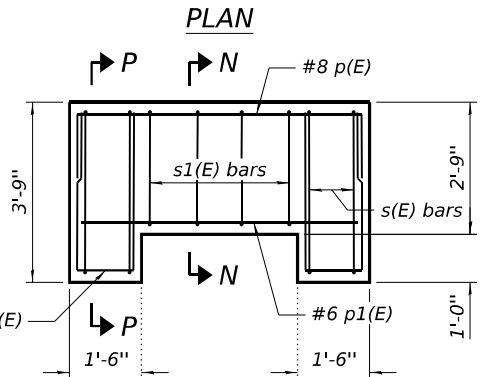
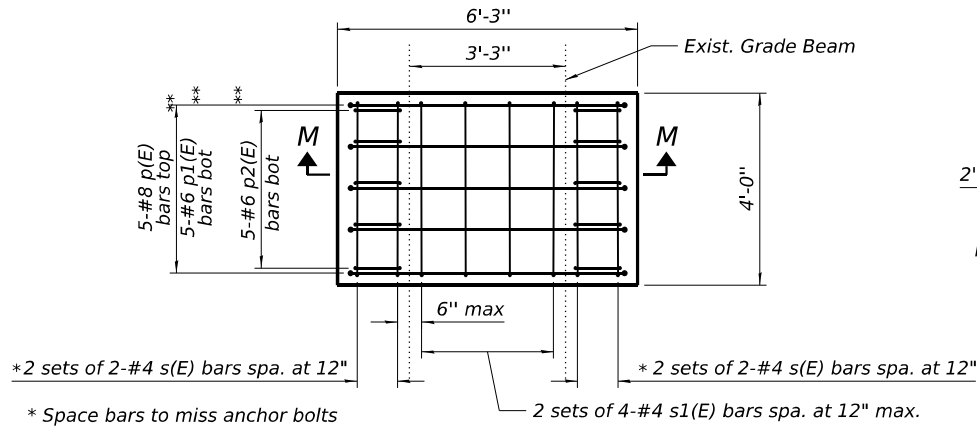
PIER SHORING TOWER DETAILS  
STRUCTURE NO. 016-0396

SHEET NO. S12 OF S16 SHEETS

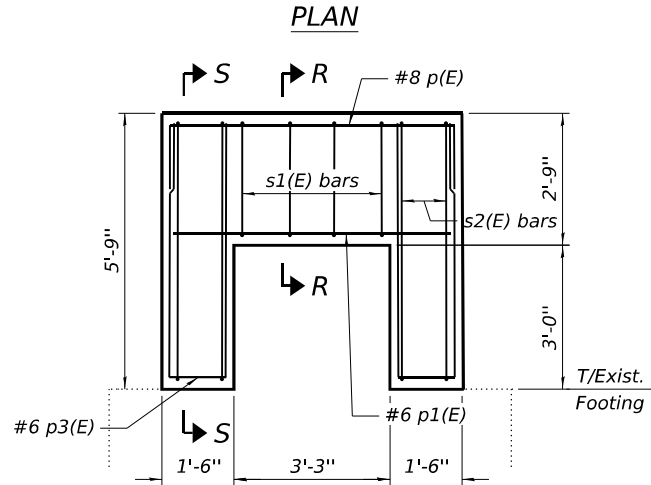
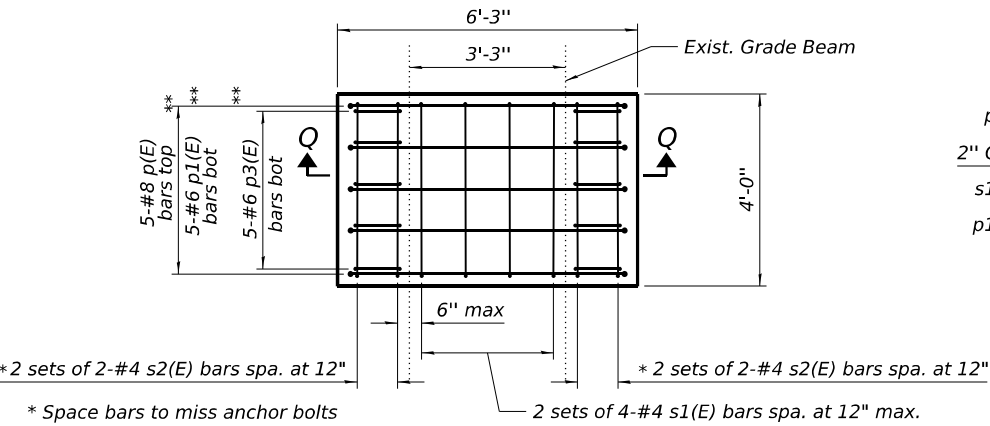
|                           |                     |        |              |           |
|---------------------------|---------------------|--------|--------------|-----------|
| F.A.P. RTE.               | SECTION             | COUNTY | TOTAL SHEETS | SHEET NO. |
| 391                       | (1616-VB-WPGM) BR25 | COOK   | 40           | 33        |
| CONTRACT NO. 80C90        |                     |        |              |           |
| ILLINOIS FED. AID PROJECT |                     |        |              |           |



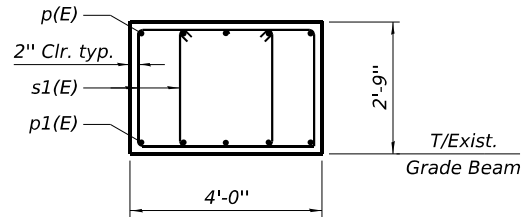
MODEL: Sheet  
FILE NAME: pw://sv-pw-bentley.com:st-v-pw-01/Documents/IDOT/402103590\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/0161423-80C90-011-Concrete Foundation.dgn



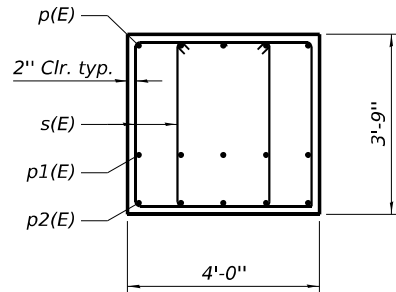
SECTION M-M  
PIER 2 CONCRETE CROSS BEAM



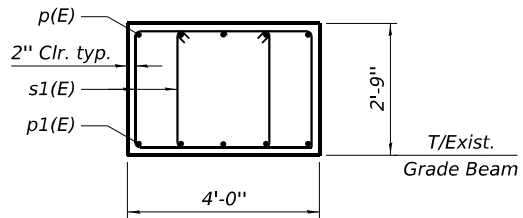
SECTION Q-Q  
PIER 7 CONCRETE CROSS BEAM



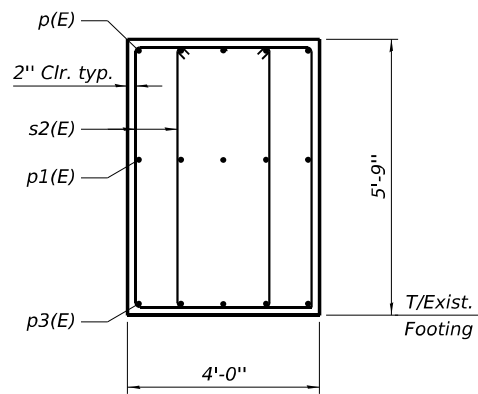
SECTION N-N



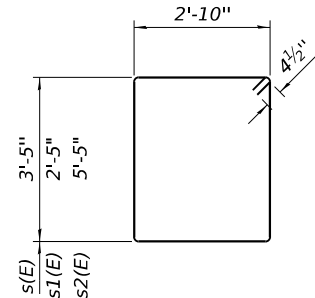
SECTION P-P



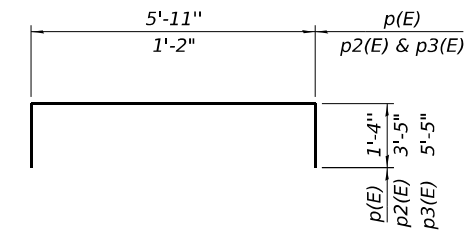
SECTION R-R



SECTION S-S



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



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

## 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 |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

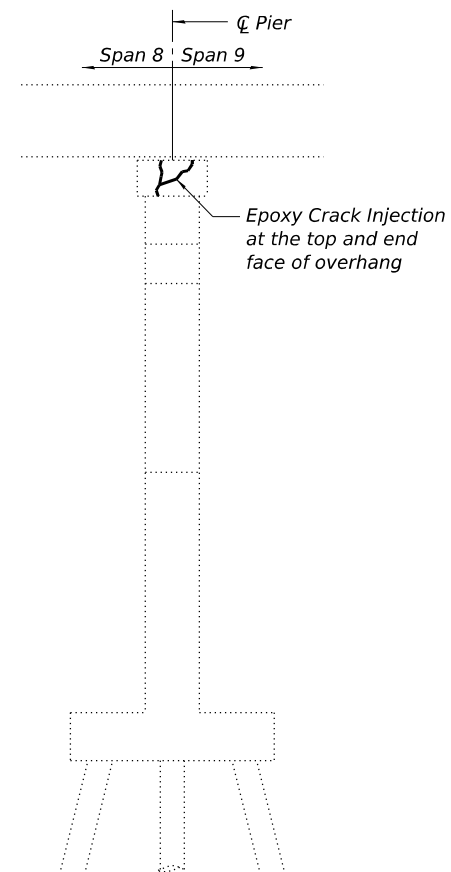
CONCRETE CROSS BEAM DETAILS  
STRUCTURE NO. 016-0396

SHEET NO. S13 OF S16 SHEETS

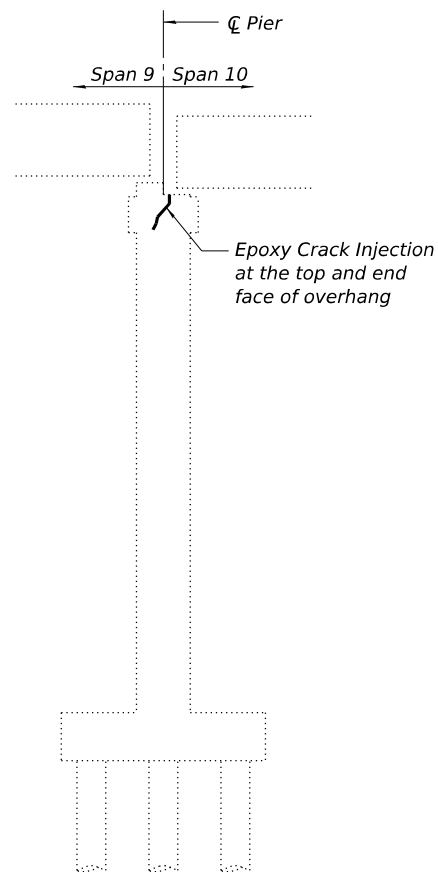
| F.A.P. RTE.               | SECTION             | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------------------|--------|--------------|-----------|
| 391                       | (1616-VB-WPGM) BR25 | COOK   | 40           | 34        |
| CONTRACT NO. 80C90        |                     |        |              |           |
| ILLINOIS FED. AID PROJECT |                     |        |              |           |



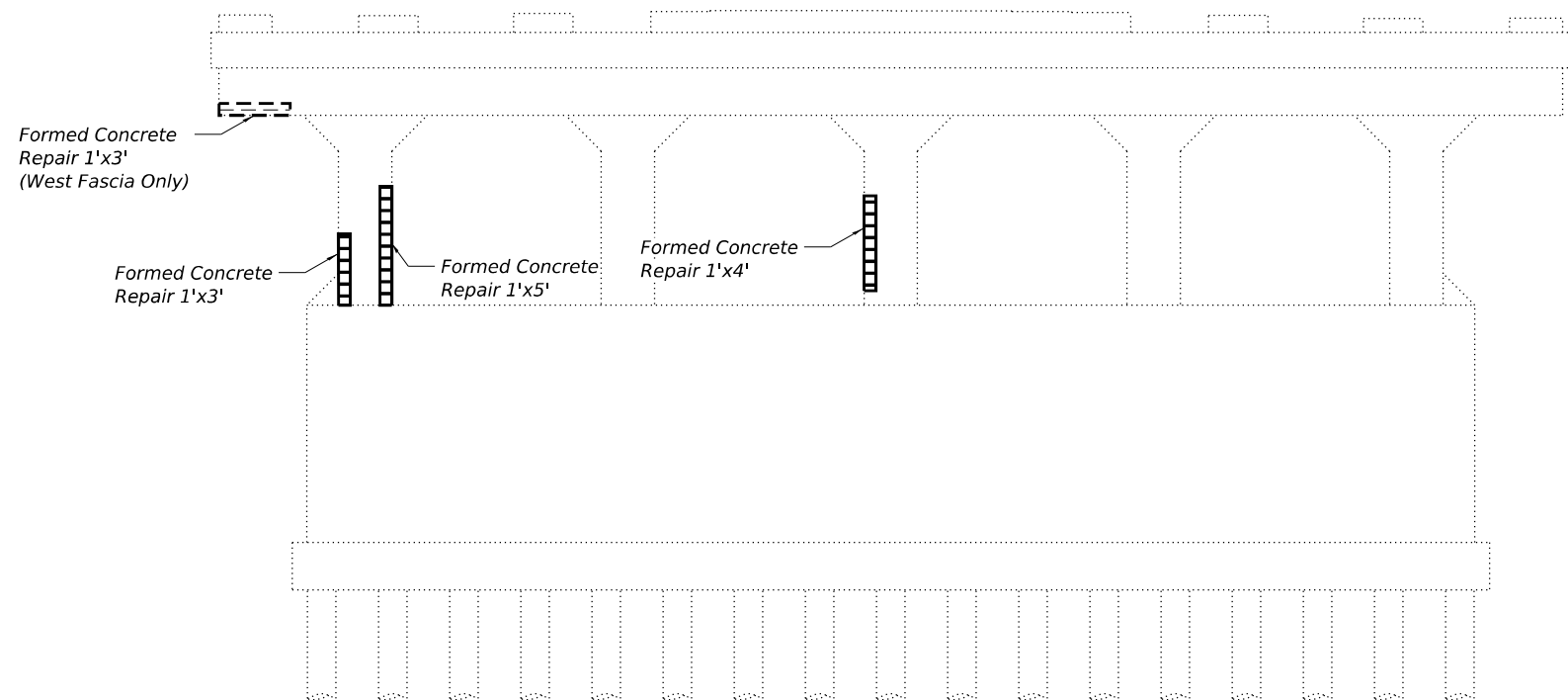
MODEL: Sheet  
FILE NAME: p:\st\st\pw\st\pw-01\Documents\IDOT\4021035\90\_CAD Models and Sheets\04\_CJ Bridge\Repair Plans\0161423-80C90-011A-Concrete\_Repairs



PIER 8 SOUTH ELEVATION



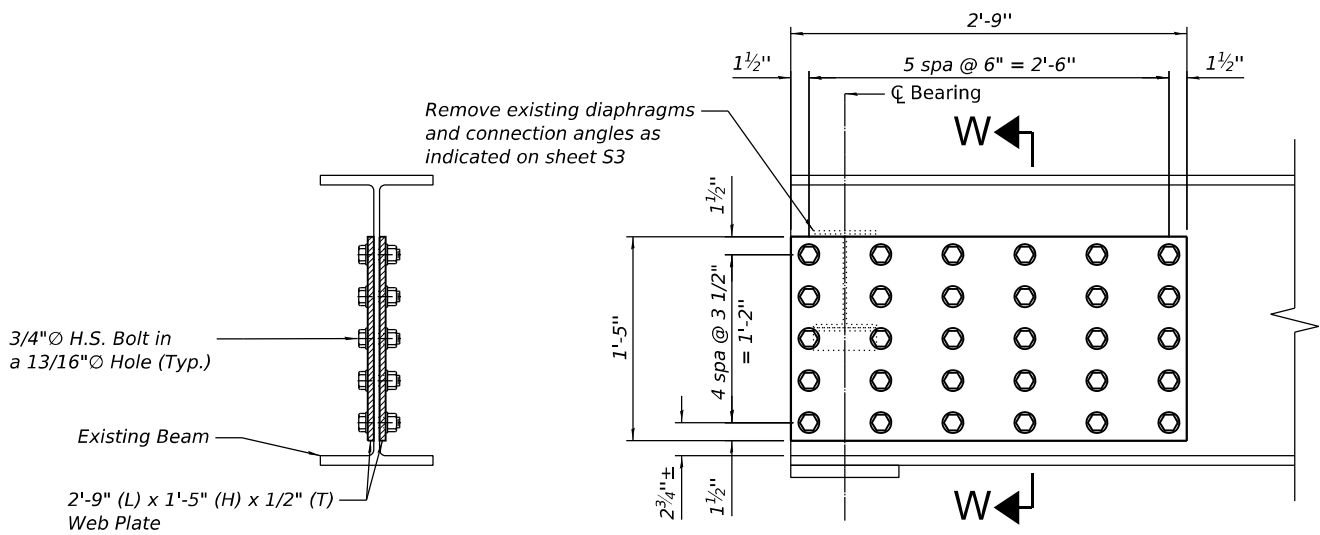
PIER 9 SOUTH ELEVATION



PIER 9 EAST ELEVATION

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

|                                                                                     |                      |  |                             |           |                                                   |                                                   |                             |                     |  |        |                 |              |  |
|-------------------------------------------------------------------------------------|----------------------|--|-----------------------------|-----------|---------------------------------------------------|---------------------------------------------------|-----------------------------|---------------------|--|--------|-----------------|--------------|--|
|  | USER NAME = CoffeyW  |  | DESIGNED - CMF              | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | CONCRETE REPAIR DETAILS<br>STRUCTURE NO. 016-0396 | F.A.P.<br>RTE.              | SECTION             |  | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |  |
|                                                                                     |                      |  | CHECKED - NL                | REVISED - |                                                   |                                                   | 391                         | (1616-VB-WPGM) BR25 |  | COOK   | 40              | 35           |  |
|                                                                                     | PLOT SCALE =         |  | DRAWN - CMF                 | REVISED - |                                                   |                                                   | CONTRACT NO. 80C90          |                     |  |        |                 |              |  |
|                                                                                     | PLOT DATE = 3/6/2026 |  | CHECKED - JP                | REVISED - |                                                   |                                                   | ILLINOIS   FED. AID PROJECT |                     |  |        |                 |              |  |
|                                                                                     |                      |  | SHEET NO. S14 OF S16 SHEETS |           |                                                   |                                                   |                             |                     |  |        |                 |              |  |



SECTION W-W

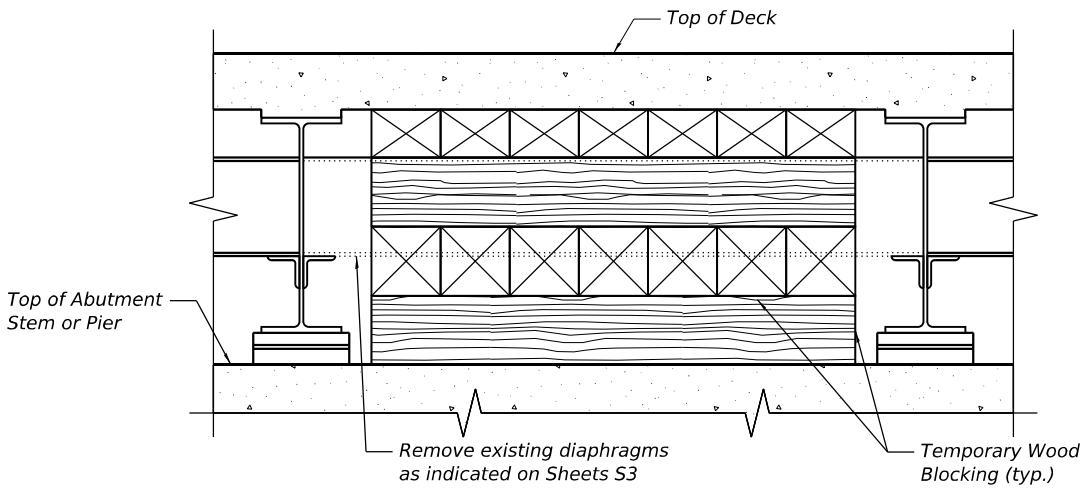
END OF BEAM ELEVATION

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"Ø holes through web using the cover plates as a template.
6. Connect all web plates with 3/4"Ø A325 bolts. (30) bolts with washers total at each beam end.

BEAM END REPAIR

(2 Locations)



TEMPORARY WOOD BLOCKING DETAIL

Notes:

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

MODEL: Sheet  
FILE NAME: pw://sv-pw.bentley.com:stvpw-01/Documents/IDOT/402103590\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/0161423-80C90-012-Misc\_Details.dgn



|            |   |           |          |   |     |         |   |
|------------|---|-----------|----------|---|-----|---------|---|
| USER NAME  | = | FurlonCM  | DESIGNED | - | TJI | REVISED | - |
|            |   |           | CHECKED  | - | JP  | REVISED | - |
| PLOT SCALE | = | NO SCALE  | DRAWN    | - | TJI | REVISED | - |
| PLOT DATE  | = | 6/19/2026 | CHECKED  | - | JP  | REVISED | - |

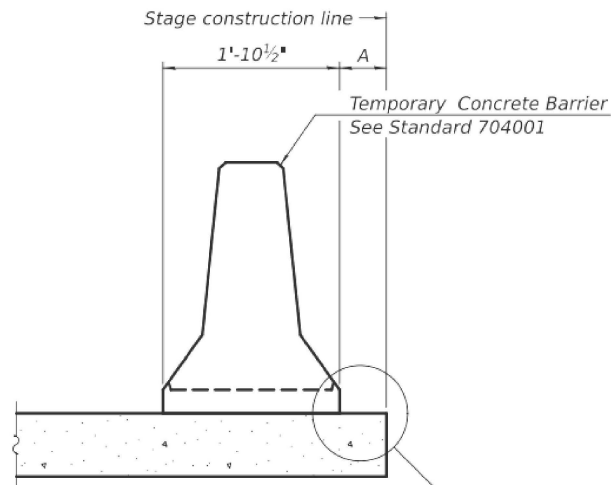
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS  
STRUCTURE NO. 016-0396

SHEET NO. S15 OF S16 SHEETS

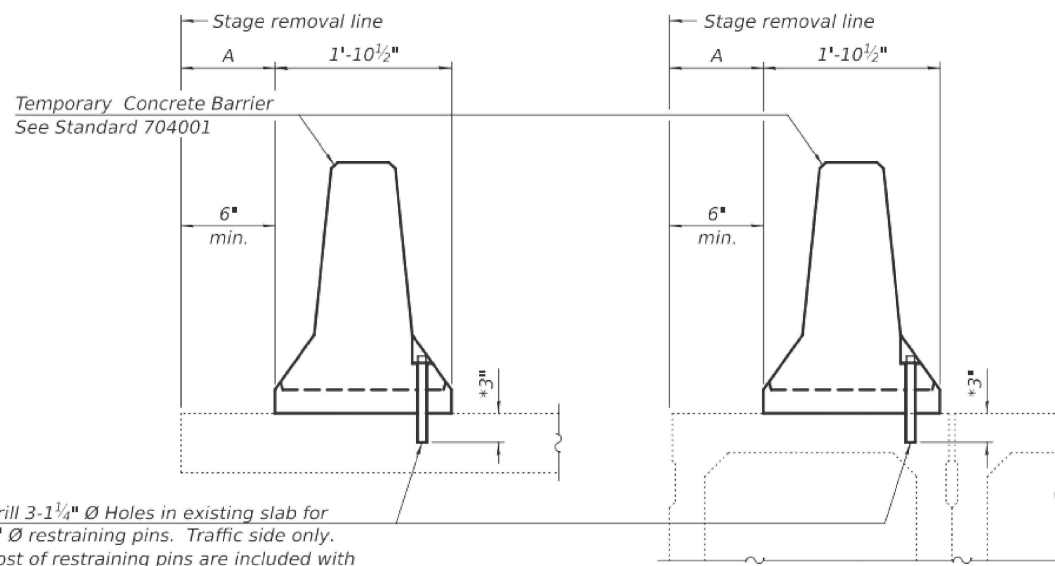
|                    |                     |          |                  |              |
|--------------------|---------------------|----------|------------------|--------------|
| F.A.P.<br>RTE.     | SECTION             | COUNTY   | TOTAL<br>SHEETS  | SHEET<br>NO. |
| 391                | (1616-VB-WPGM)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

MODEL: Sheet  
FILE NAME: pw://stvrpw.bentley.com/stvrpw-01/Documents/IDOT/4021035/90\_CAD Models and Sheets/04\_C1\_Bridge/Repair Plans/0161423-80C90-013-Bridge Standard R-27.dgn



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

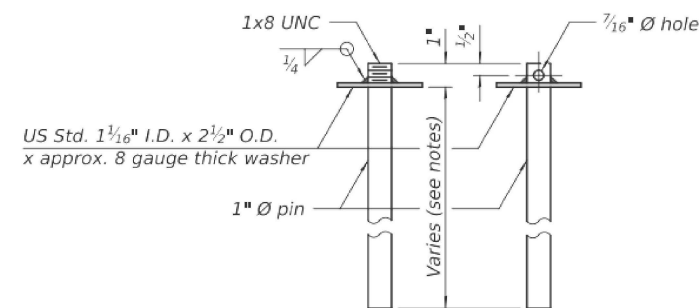
NEW SLAB OR NEW DECK BEAM



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

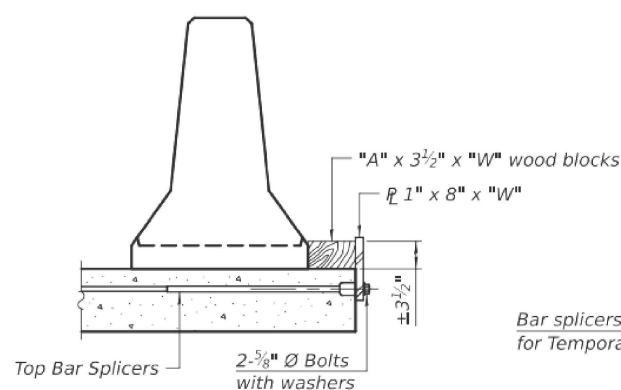
EXISTING SLAB

EXISTING DECK BEAM

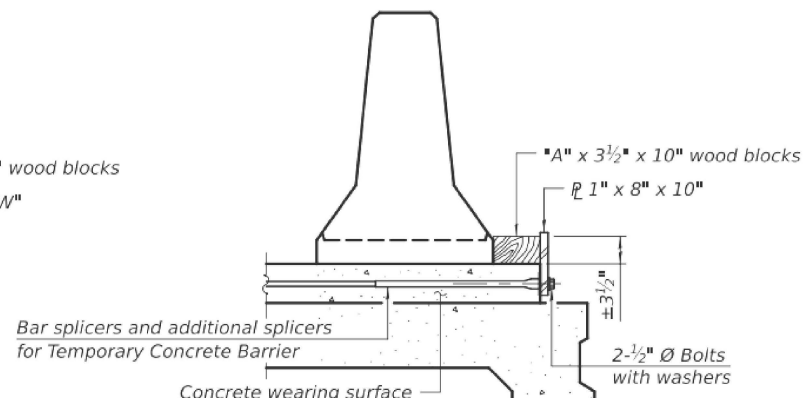


RESTRAINING PIN

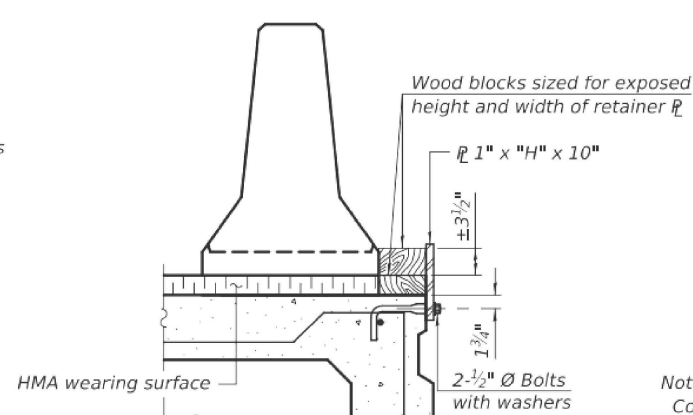
SECTIONS THRU SLAB OR DECK BEAM



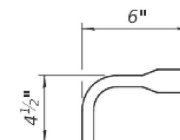
DETAIL I



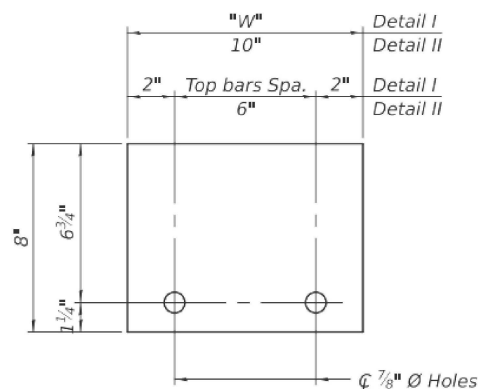
DETAIL II



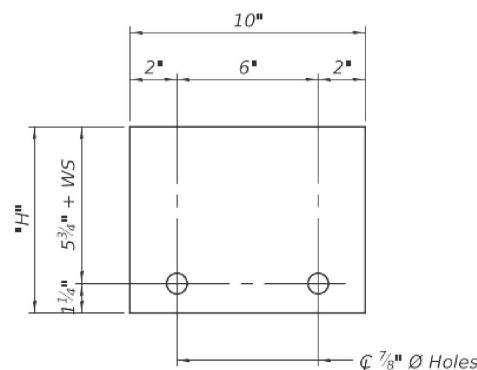
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

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

RAILING CRITERIA

|                      |     |
|----------------------|-----|
| NCHRP 350 Test Level | 3   |
| Railing Weight (plf) | 440 |

R-27

5-15-2023



|                       |              |           |
|-----------------------|--------------|-----------|
| USER NAME = CoffeyW   | DESIGNED - - | REVISED - |
| PLOT SCALE = NO SCALE | CHECKED - -  | REVISED - |
| PLOT DATE = 3/6/2026  | DRAWN - -    | REVISED - |
|                       | CHECKED - -  | REVISED - |

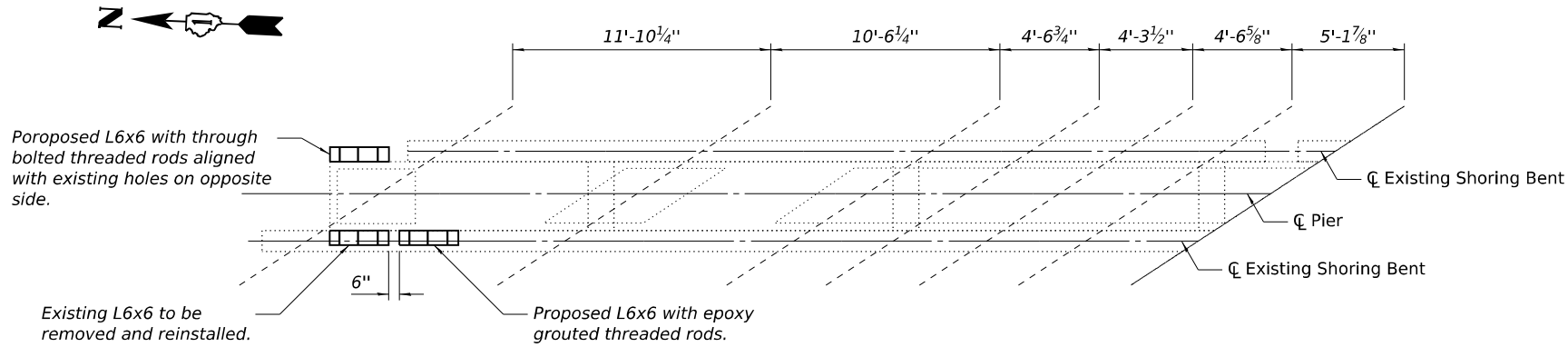
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE STANDARD R-27  
STRUCTURE NO. 016-0396

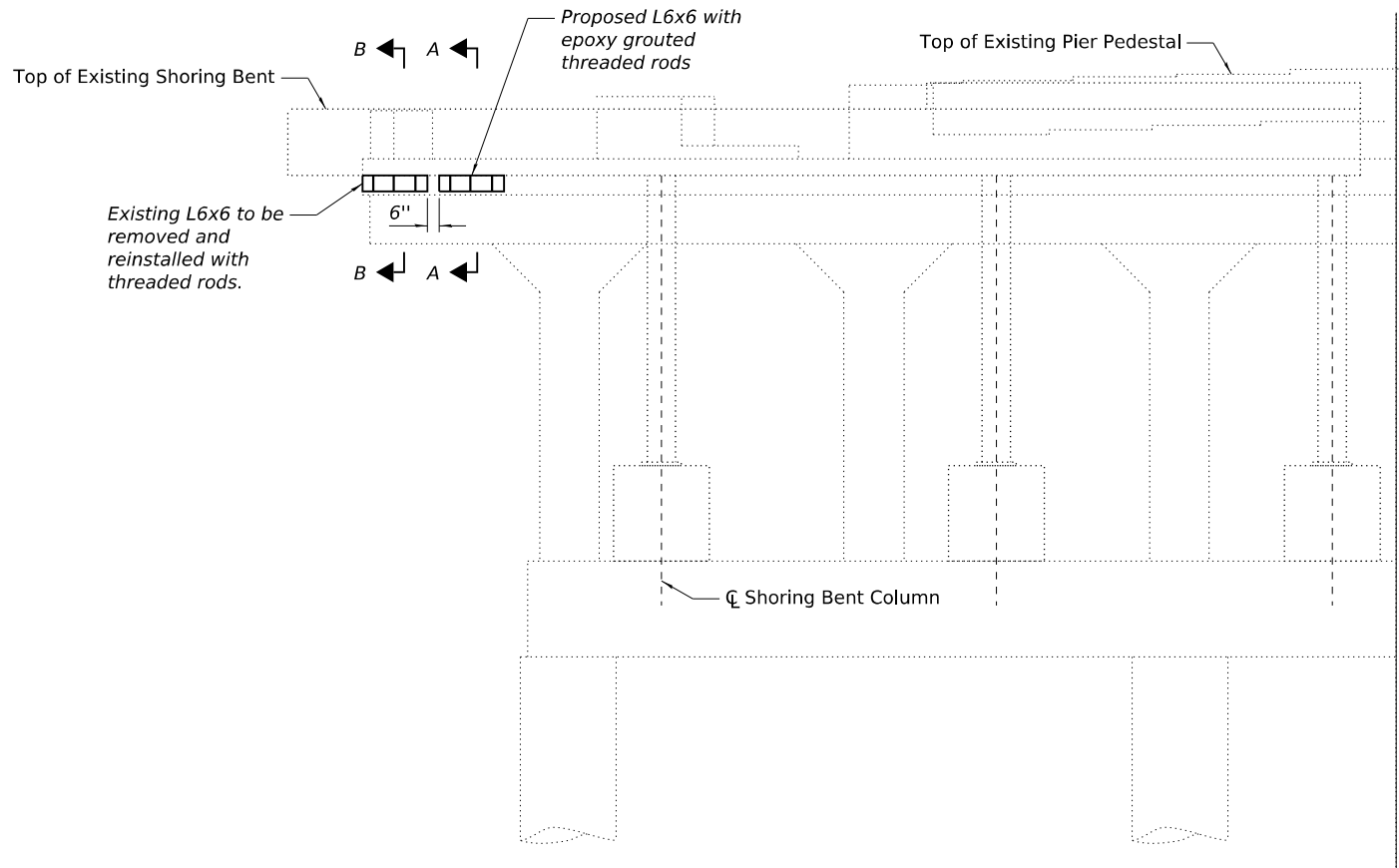
SHEET NO. S16 OF S16 SHEETS

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

MODEL: Sheet  
FILE NAME: p:\v\sv-pw-bentley.com\st-v-pw-01\Documents\DOT\402103590\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\0161423-80C9b-00XX-Pier 3.dgn



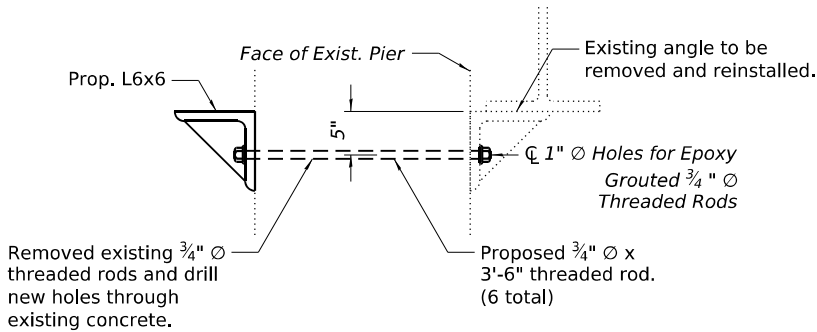
PLAN



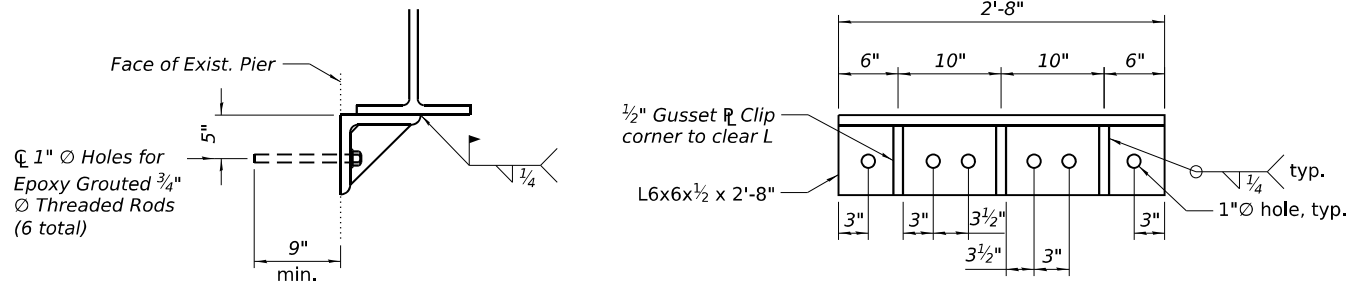
PIER 3 ELEVATION WEST FACE

(Looking East)

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.



SECTION B-B



SECTION A-A

CONNECTION ANGLE DETAIL

(2 total)



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

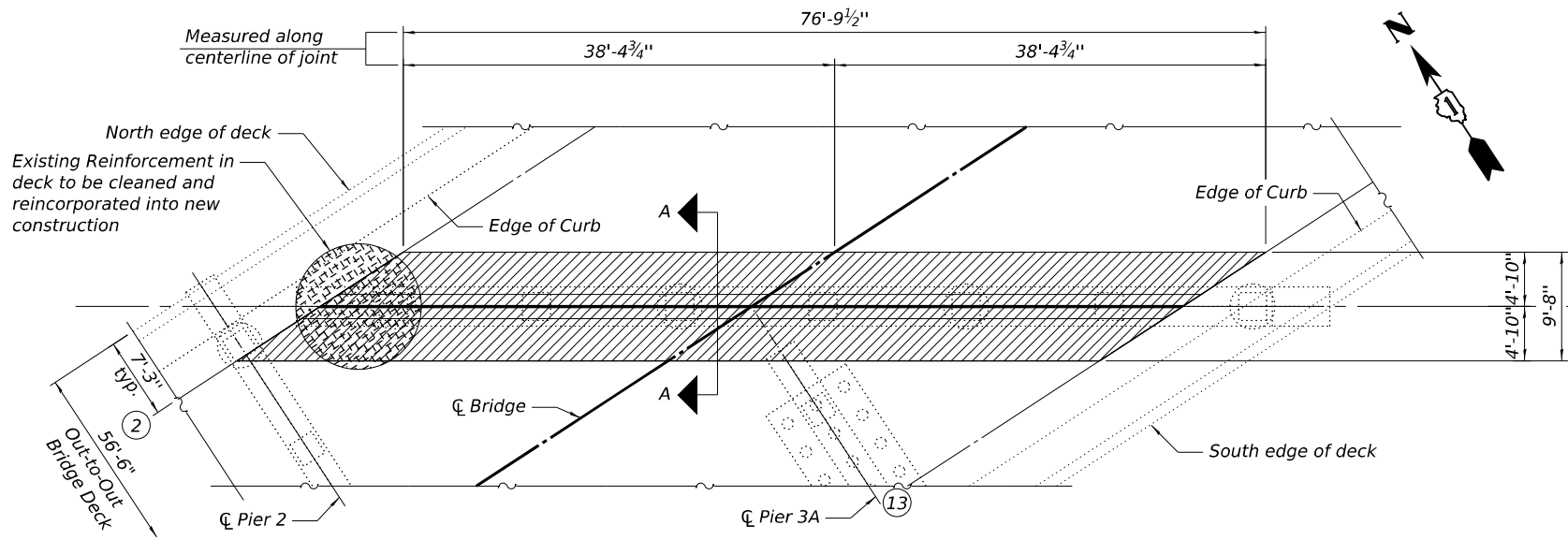
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER 3 CONNECTION DETAIL  
STRUCTURE NO. 016-0396

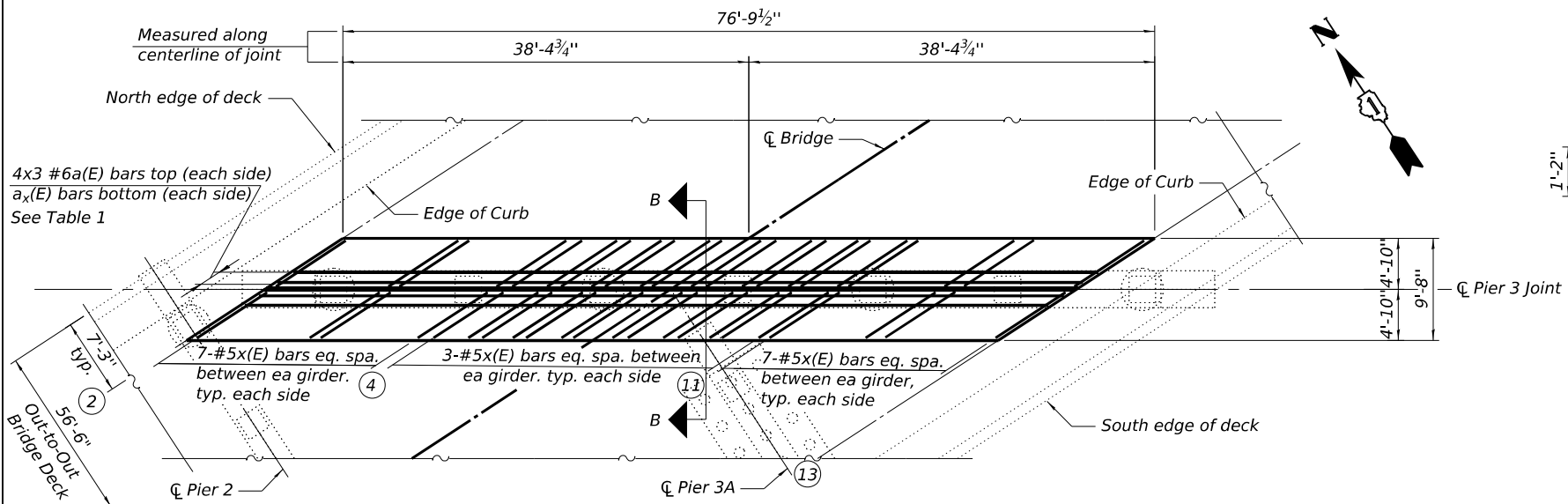
SHEET NO. S16A OF S16 SHEETS

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

MODEL: Sheet  
FILE NAME: p:\v\st-v-pw-bentley.com\st-v-pw-01\Documents\DOT\402103590\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\0161423-40C96-00XX-Joint.dgn



REMOVAL PLAN



PROPOSED PLAN

NOTES:

Existing reinforcement in deck shall be cleaned and reincorporated 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.

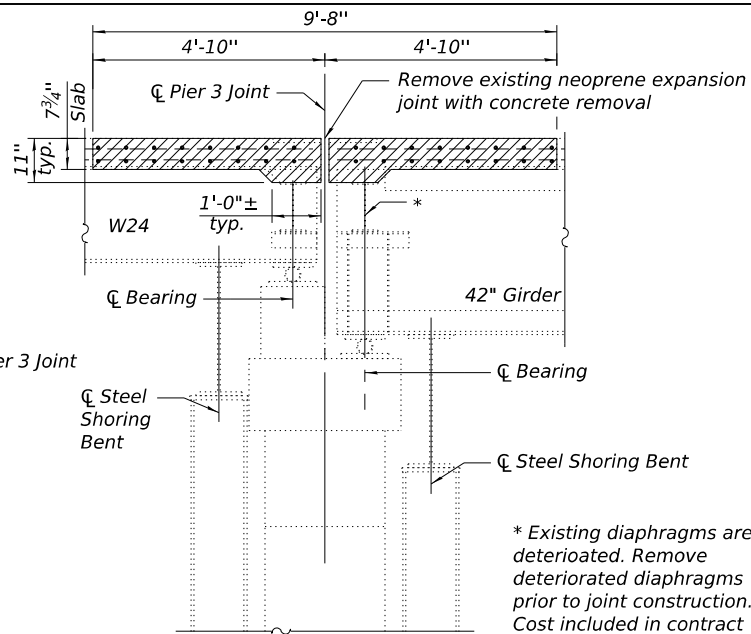
BAR LAP

#6 Bar 4'-10"

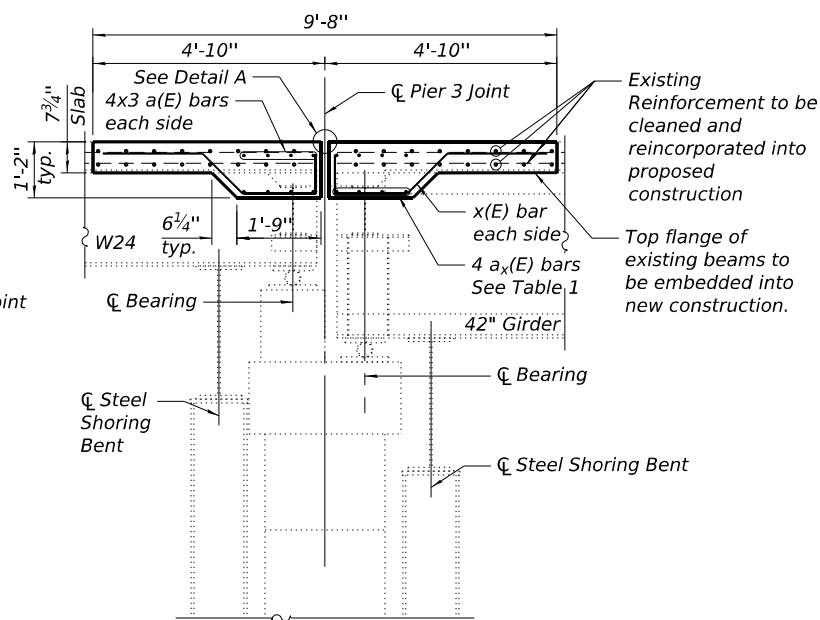
LEGEND

# Girder Number Designation

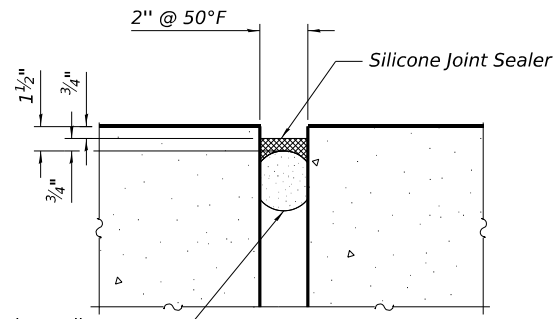
Concrete Removal



SECTION A-A



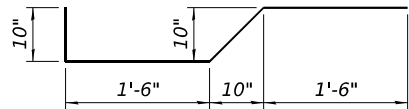
SECTION B-B



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  | = | FultonCM            | DESIGNED | - | CMF | REVISED | - |
|            |   |                     | 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

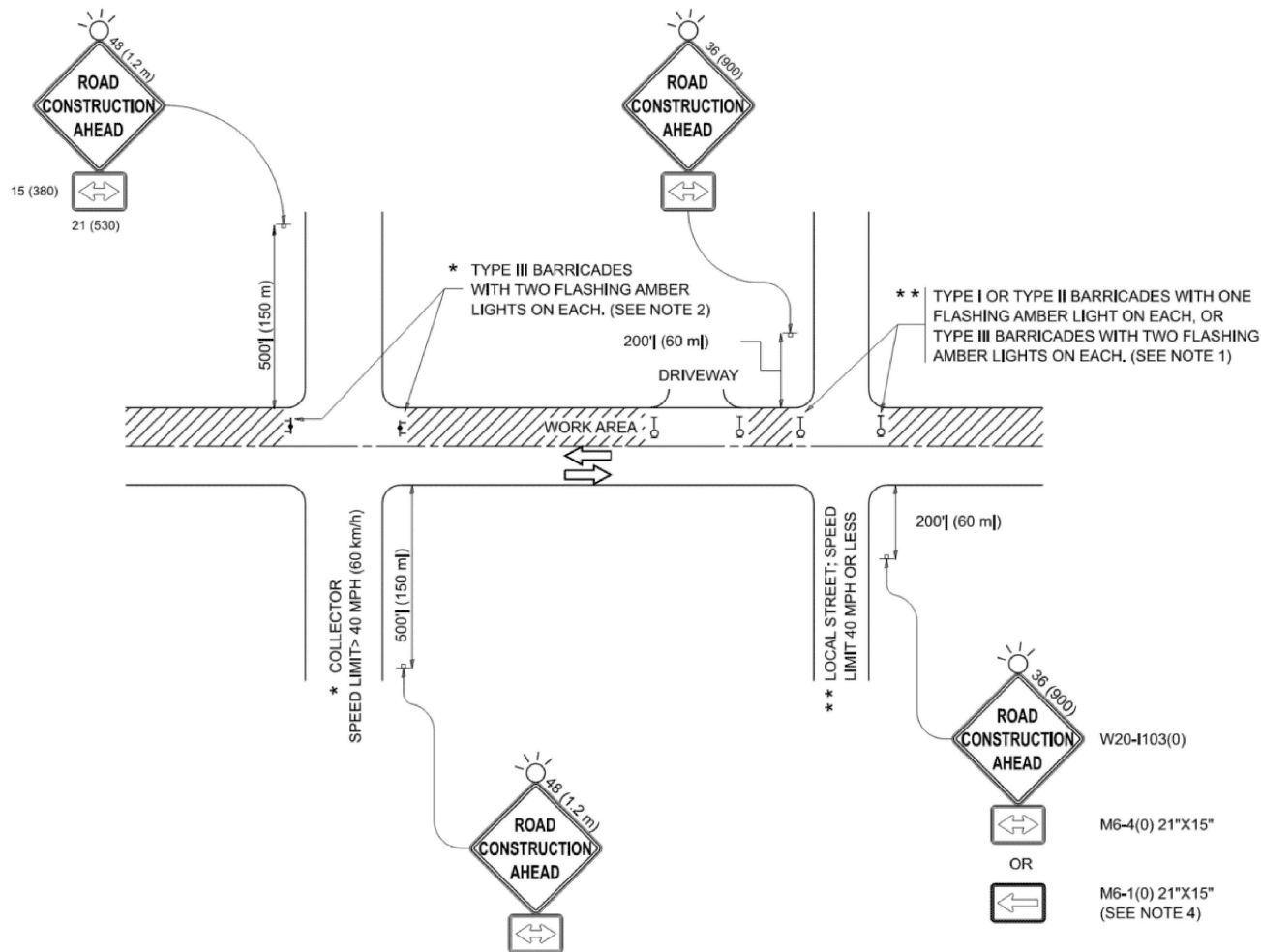
PIER 3 JOINT REPLACEMENT  
STRUCTURE NO. 016-0396

SHEET NO. S16B OF S16 SHEETS

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



MODEL: Default  
FILE NAME: pw://stvpw.bentley.com/stvpw-01/Documents/IDOT/402103590\_CAD Models and Sheets/04\_CJ\_Bridge/Repair Plans/Civil/D180C90-shs-standard-ct10.dgn



#### NOTES:

- 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:
  - 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.
  - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - 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.
  - 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.
- 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.
- 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).
- 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.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- 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  | = | LauniA   | DESIGNED | - | REVISED | - |
|            |   |          | DRAWN    | - | REVISED | - |
| PLOT SCALE | = |          | CHECKED  | - | REVISED | - |
| PLOT DATE  | = | 3/6/2026 | DATE     | - | REVISED | - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

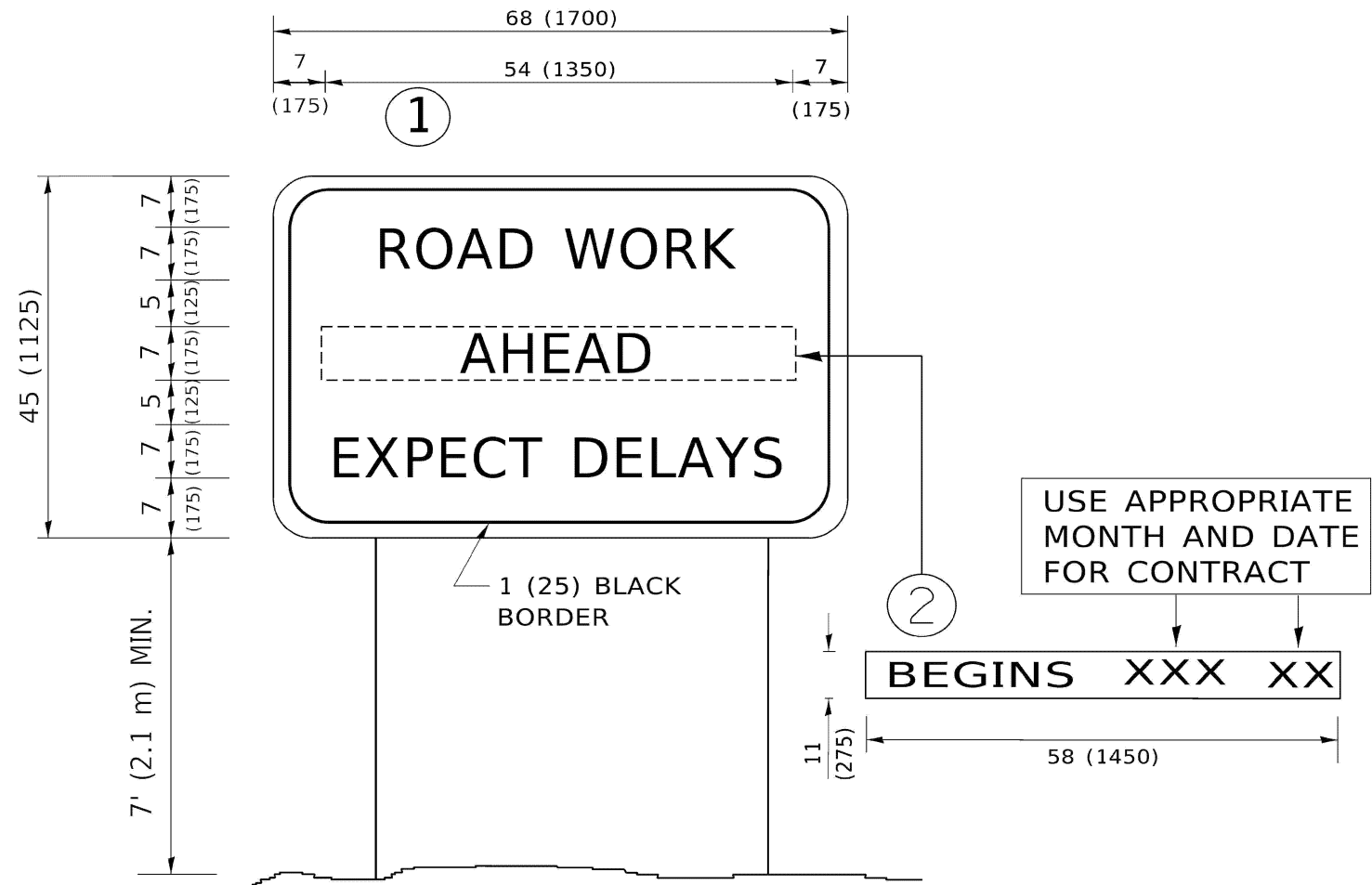
TRAFFIC CONTROL AND PROTECTION FOR SIDE  
ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)

SHEET NO. 1 OF 1 SHEETS

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



MODEL: Default  
FILE NAME: p:\stvpw\benlley.com\stvpw-q1\Documents\DOT\402103590\_CAD Models and Sheets\04\_CJ\_Bridge\Repair Plans\Civil\180C90-shr-standard-4c22.dgn



## 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 SIGN①WITH INSTALLED PANEL②ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL②SOON 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.



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

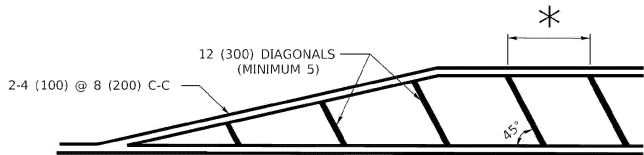
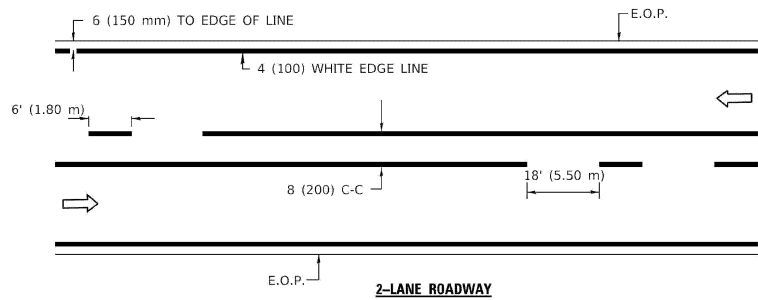
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD  
INFORMATION SIGN (TC-22)

SHEET NO. 1 OF 1 SHEETS

| F.A.P.<br>RTE.            | SECTION             | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|---------------------------|---------------------|--------|-----------------|--------------|
| 391                       | (1616-VB-WPGM) BR25 | COOK   | 40              | 39           |
| CONTRACT NO. 80C90        |                     |        |                 |              |
| ILLINOIS FED. AID PROJECT |                     |        |                 |              |

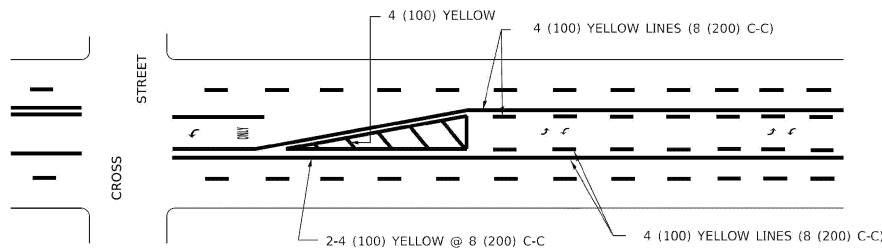
MODEL: Default  
FILE NAME: p:\w\sv-pw-beniley.com\st-v-pw-01\Documents\DOT\4021035190\_CJ\_Bridge\Repair\_Plans\Civil\180C90-shs-standard-4c24.dgn



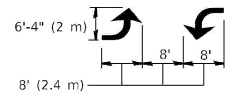
\* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

#### PAINTED MEDIANS

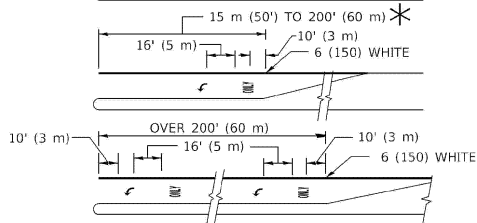
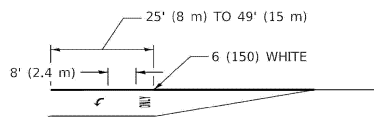
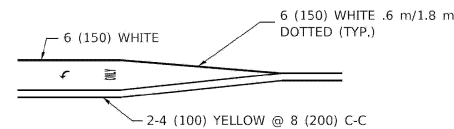


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



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

#### TYPICAL PAINTED MEDIAN MARKING

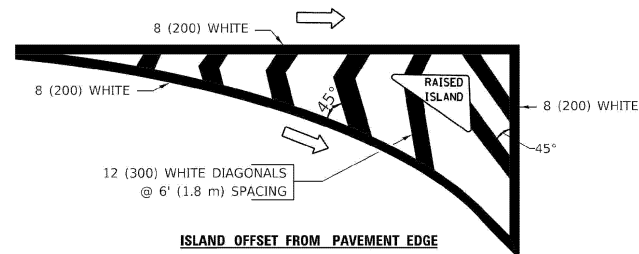


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.8 SQ. FT. (1.47 m<sup>2</sup>) ONLY AREA = 22.9 SQ. FT. (2.13 m<sup>2</sup>)

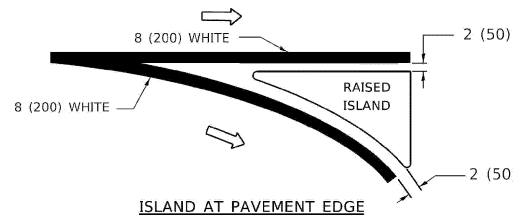
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

#### TYPICAL LEFT (OR RIGHT) TURN LANE

#### TYPICAL TURN LANE MARKING

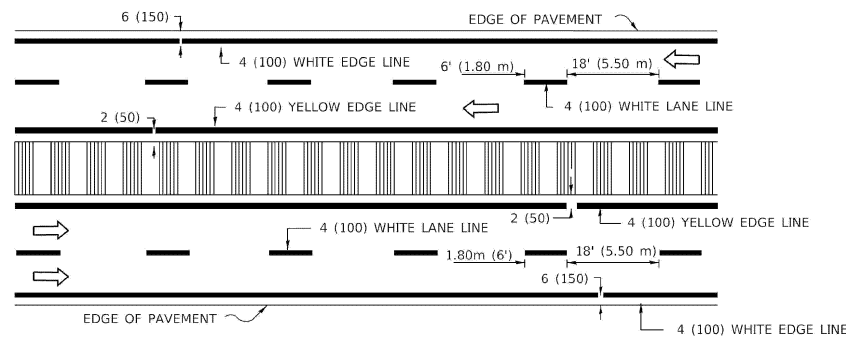
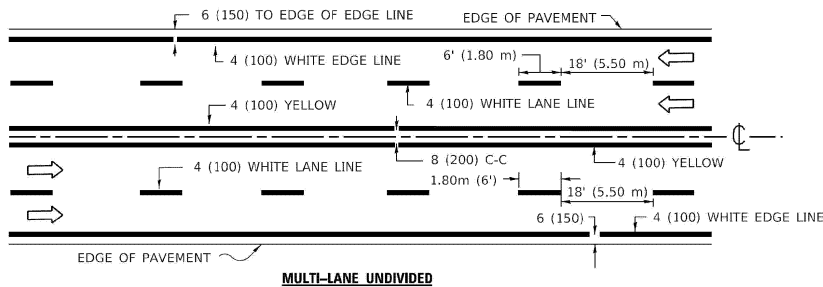


#### ISLAND OFFSET FROM PAVEMENT EDGE



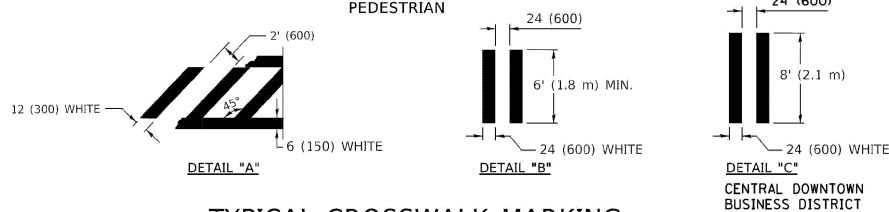
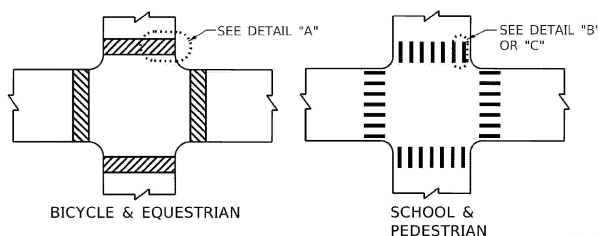
#### ISLAND AT PAVEMENT EDGE

#### TYPICAL ISLAND MARKING



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

#### TYPICAL LANE AND EDGE LINE MARKING



#### TYPICAL CROSSWALK 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)<br>2 @ 4 (100)                                                       | SOLID<br>SOLID                  | YELLOW<br>YELLOW                                  | 8 (200) C-C                                                                                                                                                        |
| LANE LINES                                                                                        | 4 (100)<br>5 (125) ON FREEWAYS                                               | SKIP-DASH<br>SKIP-DASH          | WHITE<br>WHITE                                    | 6' (1.80 m) LINE WITH 18' (5.50 m) SPACE                                                                                                                           |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)                                   | SAME AS LINE BEING EXTENDED                                                  | SKIP-DASH                       | SAME AS LINE BEING EXTENDED                       | 2' (600) LINE WITH 6' (1.8) SPACE                                                                                                                                  |
| EDGE LINES                                                                                        | 4 (100)                                                                      | SOLID                           | YELLOW-LEFT<br>WHITE-RIGHT                        | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB                                                                                  |
| TURN LANE MARKINGS                                                                                | 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))                       | SOLID                           | WHITE                                             | SEE TYPICAL TURN LANE MARKING DETAIL                                                                                                                               |
| TWO WAY LEFT TURN MARKING                                                                         | 2 @ 4 (100) EACH DIRECTION<br>8' (2.4 m) LEFT ARROW                          | SKIP-DASH AND SOLID<br>IN PAIRS | YELLOW<br>WHITE                                   | 6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE<br>SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL           |
| CROSSWALK LINES<br>A. DIAGONALS (BIKE & EQUESTRIAN)<br>B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN) | 12 (300) @ 45°<br>24 (600) @ 90°                                             | SOLID<br>SOLID                  | WHITE<br>WHITE                                    | 2' (600) APART<br>2' (600) APART<br>SEE TYPICAL CROSSWALK MARKING DETAILS.                                                                                         |
| STOP LINES                                                                                        | 24 (600)                                                                     | SOLID                           | WHITE                                             | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS                                                                                   | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°                                    | SOLID                           | YELLOW: TWO WAY TRAFFIC<br>WHITE: ONE WAY TRAFFIC | 8 (200) C-C FOR THE DOUBLE LINE<br>SEE TYPICAL PAINTED MEDIAN MARKING.                                                                                             |
| GORE MARKING AND CHANNELIZING LINES                                                               | 8 (200) WITH 12 (300) DIAGONALS @ 45°                                        | SOLID                           | WHITE                                             | DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h))                                                                                                                |
| RAILROAD CROSSING                                                                                 | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID                           | WHITE                                             | SEE STATE STANDARD 780001<br>AREA OF: "R"=3.6 SQ. FT. (0.33m <sup>2</sup> ) EACH<br>"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.



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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO  
TYPICAL PAVEMENT MARKINGS (TC-24)

SHEET NO. 1 OF 1 SHEETS

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