

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR 25	COOK	38	1
ILLINOIS CONTRACT NO. 80C90				

* 40 + 4 = 44 TOTAL SHEETS

D-91-176-26



LOCATION OF SECTION INDICATED THIS: —

PROJECT LOCATED IN:
CITY OF CHICAGO

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

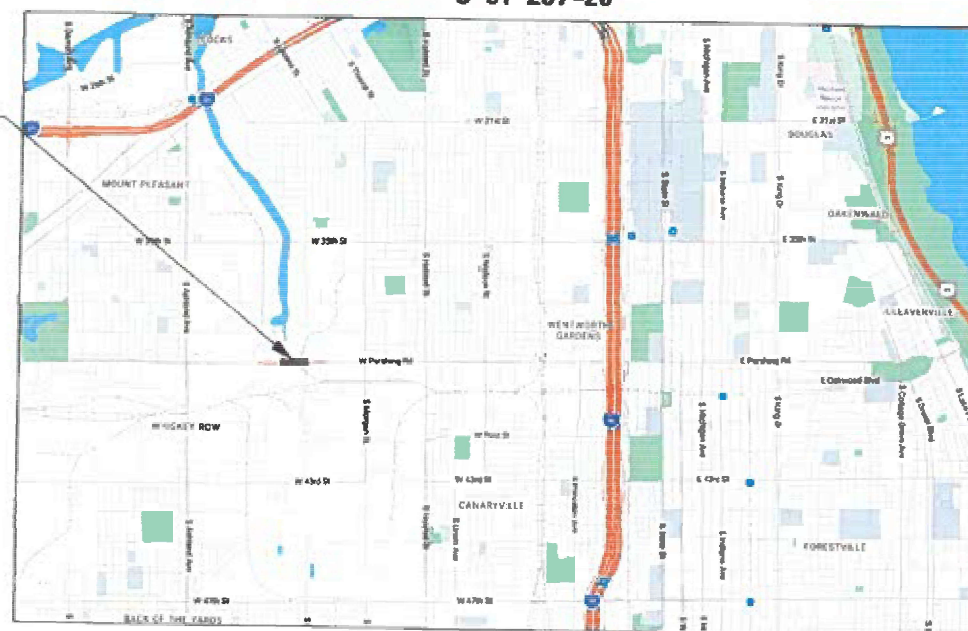
FOR INDEX OF SHEETS, SEE SHEET NO. 2

BRIDGE STRUCTURE
EXISTING - SN 016-0396

TRAFFIC DATA

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

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

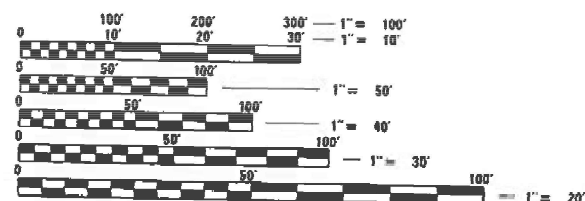


LOCATION MAP

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 REGIONAL ENGINEER
May 8, 2026
Scott A. Etkin ENGINEER OF DESIGN AND ENVIRONMENT
May 8, 2026
Y. Barry DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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DISTRICT ONE STANDARD DETAILS

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

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE BRIDGE REHAB	80% FED 20% STATE SAFETY	80% FED 20% STATE 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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	3
		CONTRACT NO. 80C90		
		ILLINOIS FED. AID PROJECT		

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE
				BRIDGE REHAB 0013	SAFETY 0021	UTILITIES 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



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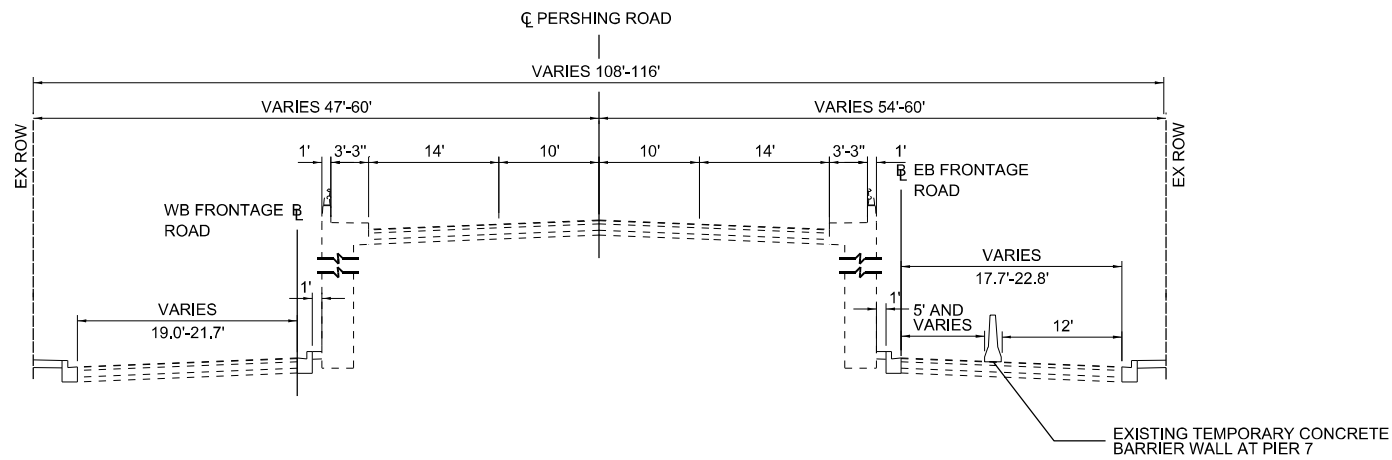
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
PERSHING ROAD

SHEET NO. 2 OF 2 SHEETS

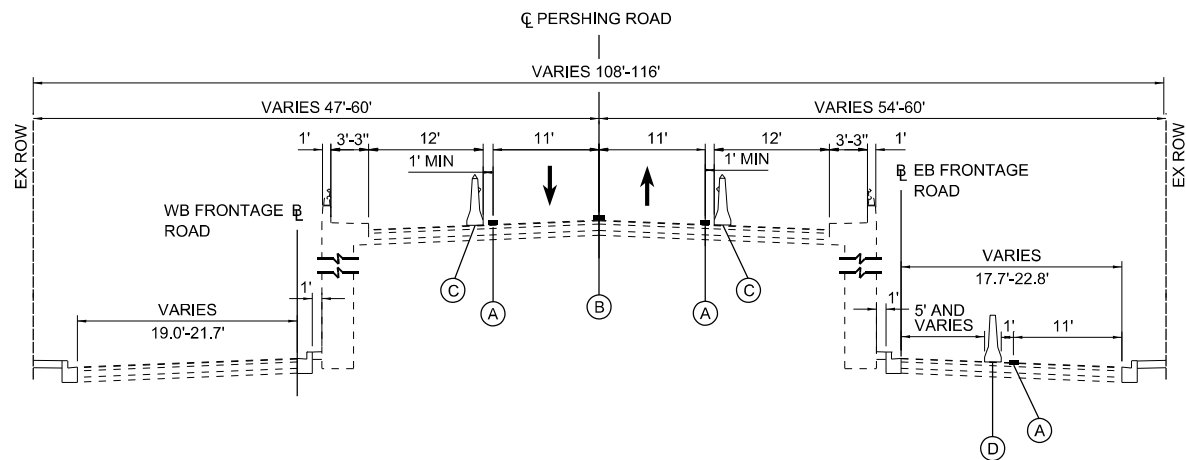
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	4
CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

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EXISTING TYPICAL SECTION
PERSHING ROAD

STA 26+77 TO 39+43



PROPOSED TYPICAL SECTION
PERSHING ROAD

STA 26+77 TO 39+43

LEGEND

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

NOTE:
STA 26+77 TO STA 29+99 - THERMOPLASTIC PAVEMENT MARKING - LINE 4"

STA 29+99 TO STA 36+48.21 - MODIFIED URETHANE PAVEMENT MARKING - LINE 4"

STA 33+47 TO STA 34+91 - THERMOPLASTIC PAVEMENT MARKING - LINE 4"

STA 36+48.21 TO STA 39+43.51 - THERMOPLASTIC PAVEMENT MARKING - LINE 4"



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PERSHING ROAD

SHEET NO. 1 OF 1 SHEETS

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

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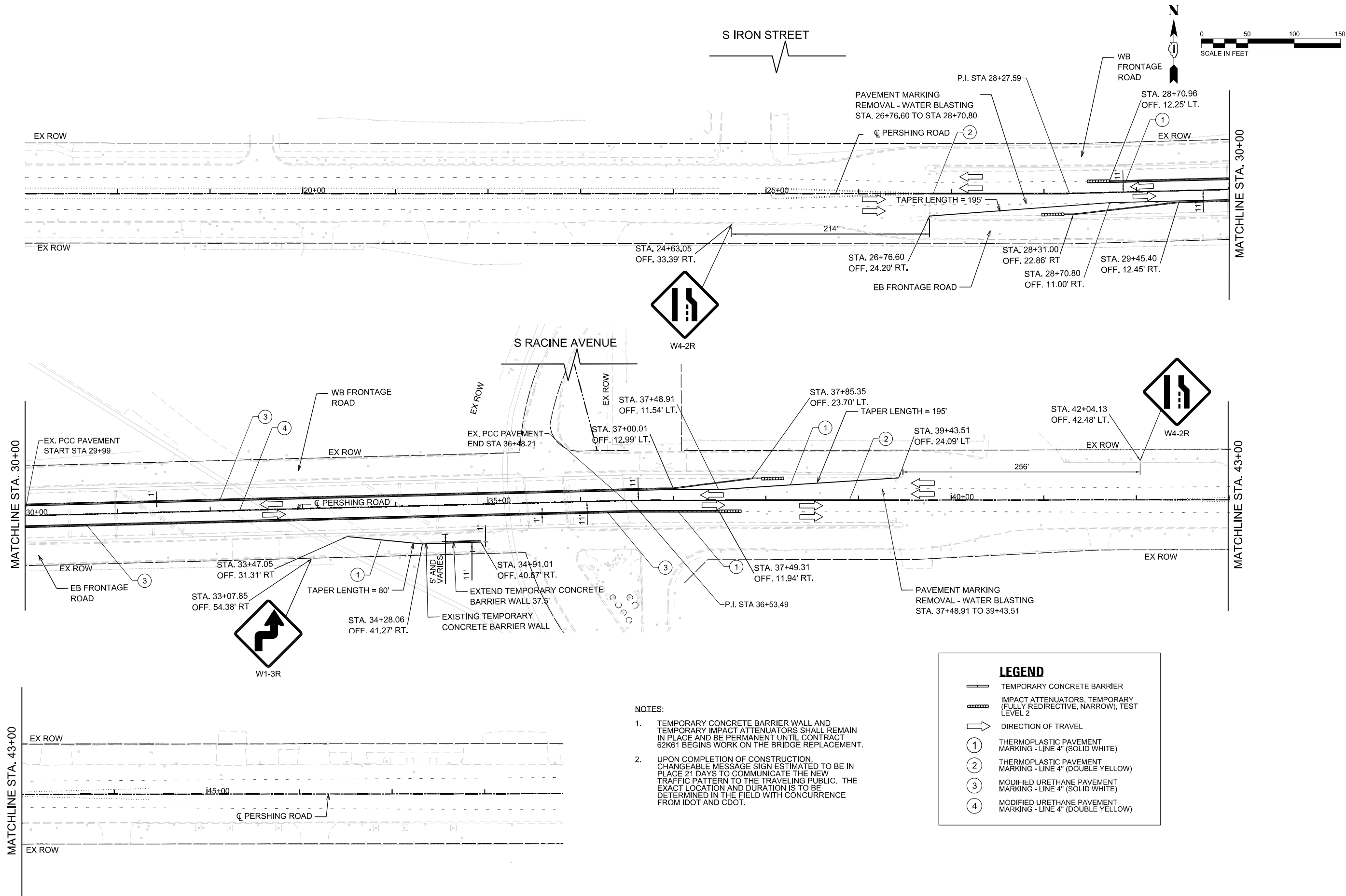
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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.

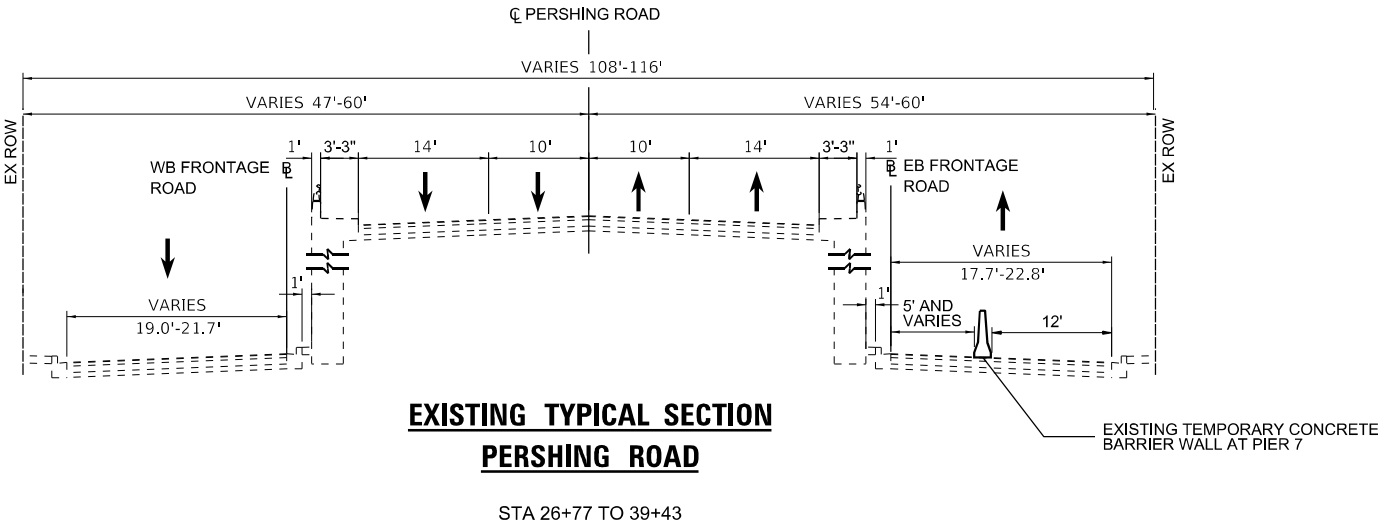
CONSTRUCTION

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.



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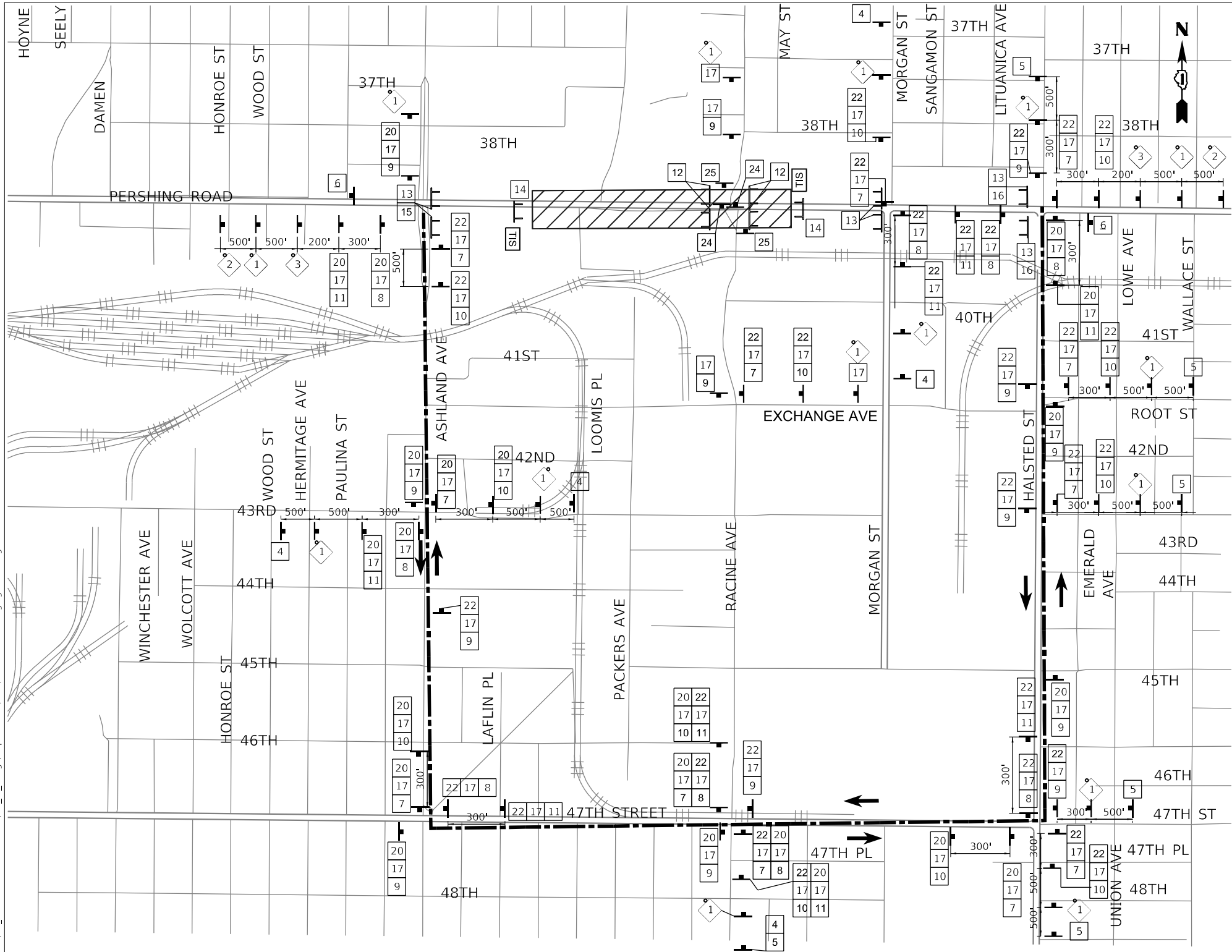
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	

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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				

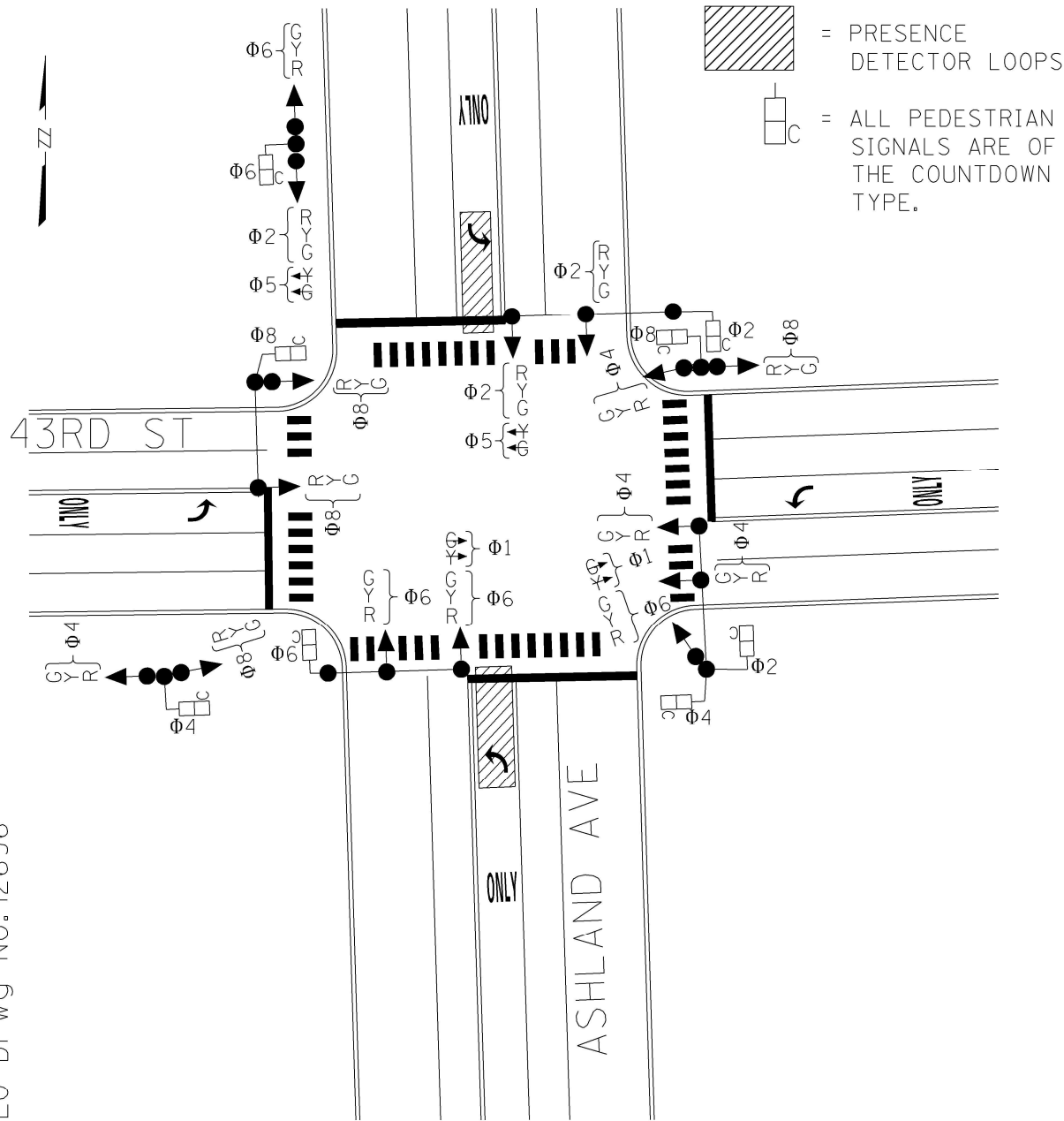


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DEO Drwg No: 12696

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

TRAFFIC ENGINEER

APPROVED BY:

APPROVED BY:

NAME: D. BRAZELTON

TRAFFIC ENGINEER

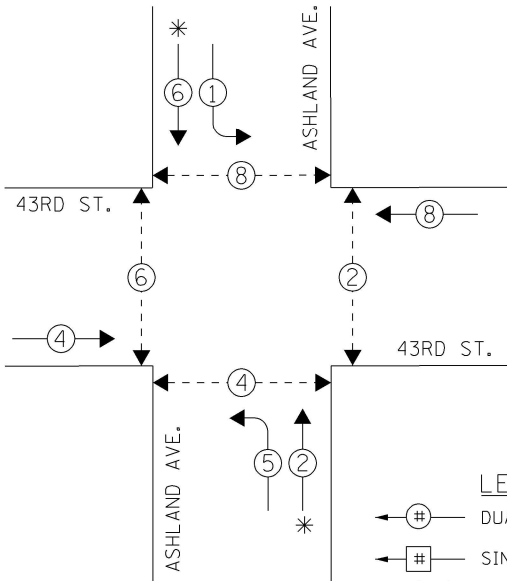
DATE: 1-24-2024

DATE:

SHEET: 1 OF 1

SENT:

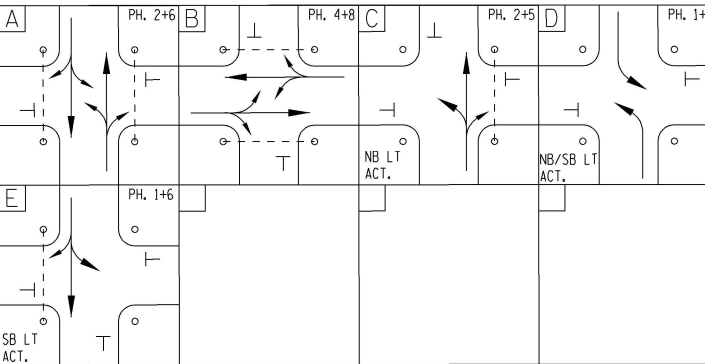
INSTALLED:



LEGEND

- ← # → DUAL ENTRY PHASE
- ← # SINGLE ENTRY PHASE
- ← OL OVERLAP
- ← # → PEDESTRIAN PHASE
- # NUMBER REFERS TO ASSOCIATED PHASE
- * COORDINATED PHASE

PHASING



DBS DB STERLIN
CONSULTANTS INC

USER NAME = BilgraS

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.
RTE.

SECTION

COUNTY

TOTAL
SHEETS

SHEET
NO.

391

(1616-VB-WPGM) BR25

COOK

40

8A

CONTRACT NO. 80C90

ILLINOIS FED. AID PROJECT

DESIGNED: SEM
APPROVED: DJB
CONSULTANT: TRANS MART
DATE: 1-24-2024

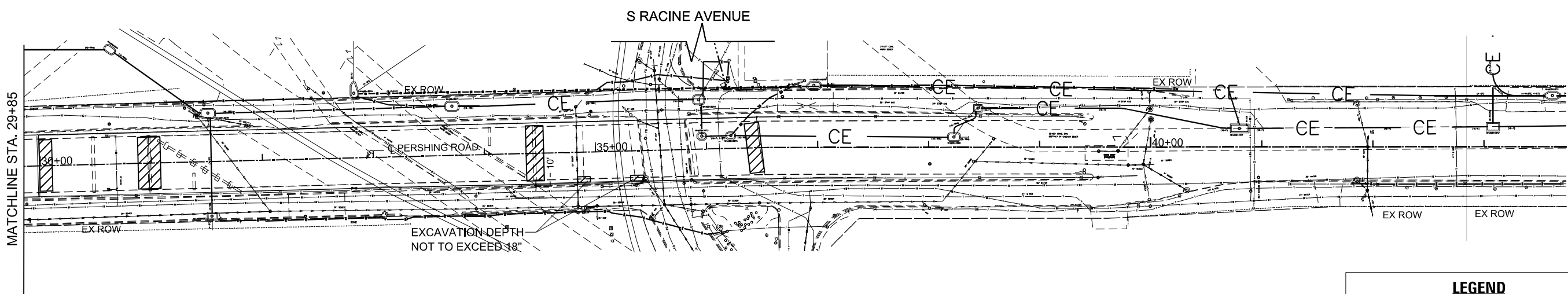
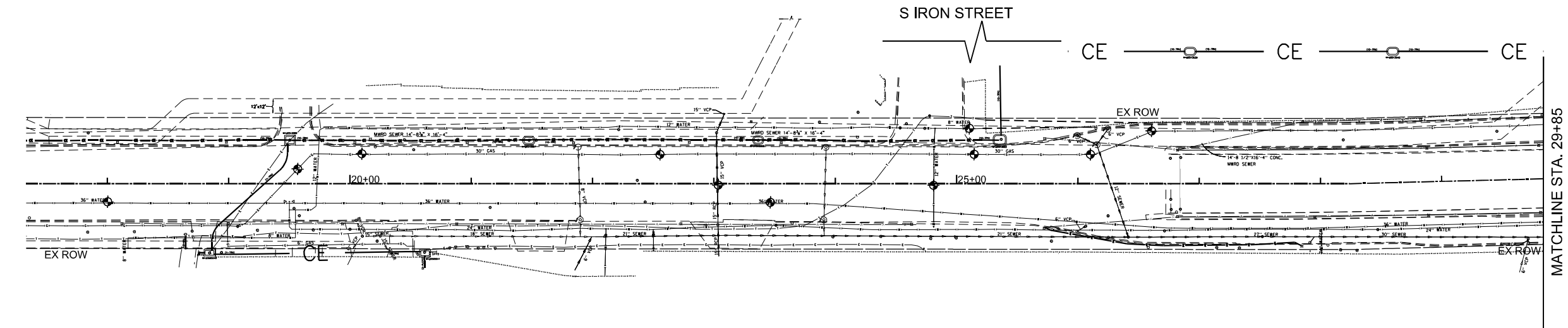
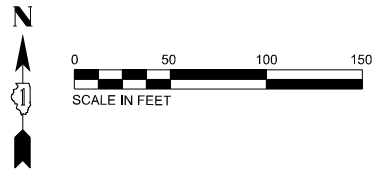
CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SAFETY
DETOUR TRAFFIC SIGNAL TIMING SCHEDULE

4134 S. / 800 W.
REVIEWED: TRAFFIC ENGINEER
APPROVED: TRAFFIC ENGINEER

SHEET 1 OF 1
11" X 17"

HALESTED STREET, ROOT STREET & EXCHANGE AVENUE

FLASH OPERATION:		Dial:	Offset:	Times Of Operation:
R1,R2,R3,R4 W0,DW0,WS-0FF START UP FROM FLASH: 6" OF ALL RED, THEN GREEN FOR PHASE A	1	90	1 45"	ALL OTHER TIMES
		SEC.	2	
			3	
	2	90	1 45"	6:00 A.M. TO 10:00 A.M., MON. - FRI.
		SEC.	2	
			3	
	3	100	1 45"	3:00 P.M. TO 7:00 P.M., MON. - FRI.
		SEC.	2	
			3	
	4		1	
			2	
			3	



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.

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USER NAME = ParkK	DESIGNED DW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING UTILITY PLAN PERSHING ROAD	SHEET NO. 1 OF 1 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE =	DRAWN KM	REVISED -				391	(1616-VB-WPGM) BR25	COOK	40	9
PLOT DATE = 6/23/2026	CHECKED KP	REVISED -				CONTRACT NO. 80C90				
DATE 6/23/26	REVIS	REVISED -				ILLINOIS FED. AID PROJECT				

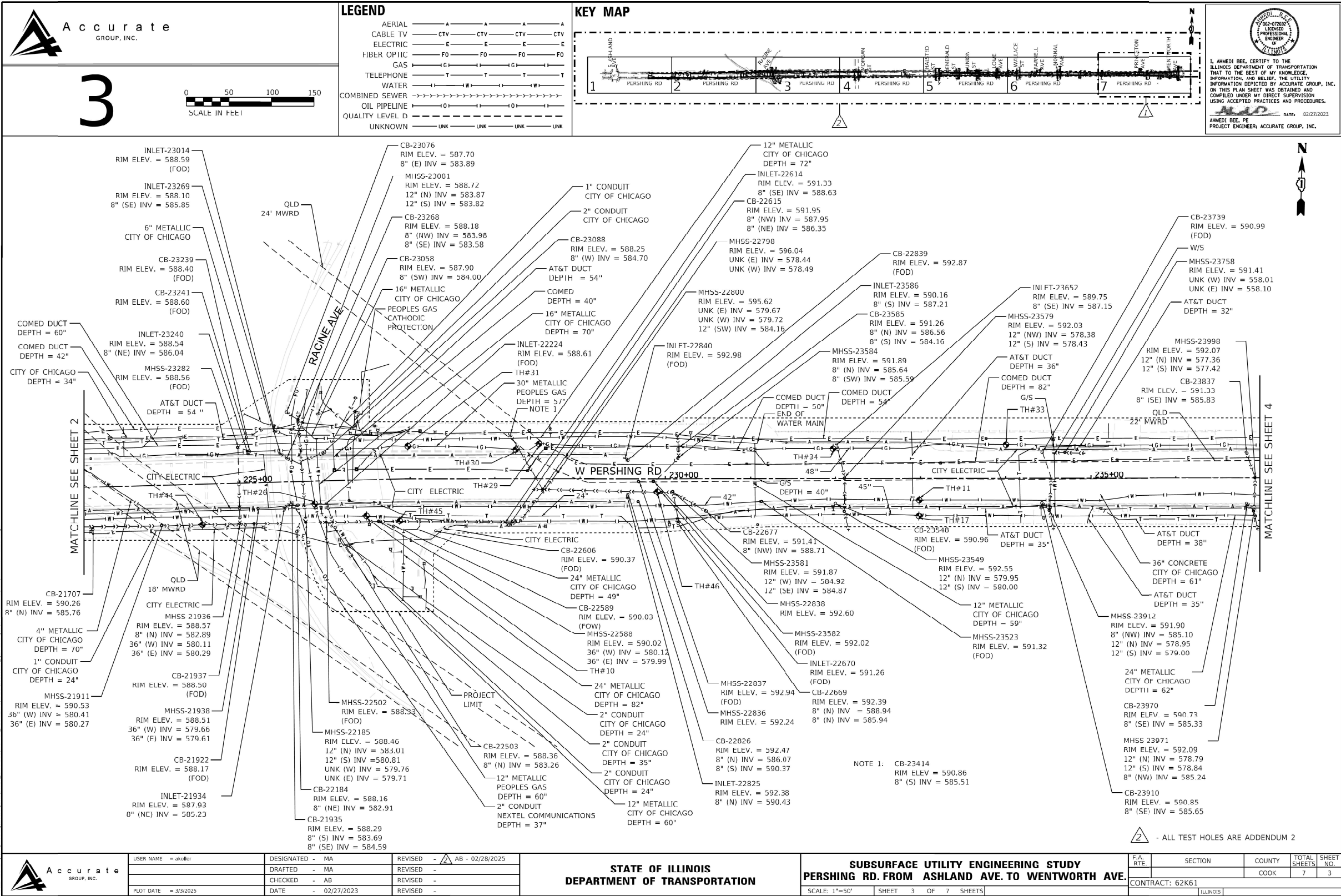
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FOR REFERENCE ONLY



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 J. 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 J. 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	6" ASPHALT, 12" CONCRETE	QL A	
13	250+35	10/8/2024	WATER MAIN	36	CONCRETE			21.3' LEFT OF BACK OF CURB	10026	1878989.669	1171338.5	591.28'	3.82'	587.46'	ASPHALT	8" ASPHALT, 8" CONCRETE	QL A	
14	254+58	10/8/2024	WATER MAIN	36	CONCRETE			18.6' RIGHT OF BACK OF CURB	10034	1879020.743	1171759.58	592.36'	3.56'	588.80'	ASPHALT	6" ASPHALT, 12" CONCRETE	QL A	FIELD PHOTO SHOWS ERROR IN TH NUMBER. PICTURE HAS TH13. THE TH IS NOTED AS TH13 INSTEAD OF TH14.
15	262+17	10/9/2024	WATER MAIN	36	CONCRETE			15.3' 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	230+90	10/16/2024	GAS MAIN/PIPELINE	30	METALLIC			3.2' RIGHT OF EDGE OF PAVEMENT	10023	1878990.900	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	1879001.284	1170052.054	591.52'	3.19'	588.03'	ASPHALT	4" ASPHALT	QL A	
29	228+52	10/17/2024	GAS MAIN/PIPELINE	24	METALLIC			13.8' RIGHT OF BACK OF CURB	10017	1871982.979	1169154.445	591.73'	1.54'	590.19'	ASPHALT	2" ASPHALT, 10" CONCRETE	QL A	
30	228+25	10/17/2024	GAS MAIN/PIPELINE	24	METALLIC			20.2' RIGHT OF BACK OF CURB	10016	1875975.475	1169127.269	591.69'	2.93'	588.76'	ASPHALT	2" ASPHALT, 10" CONCRETE	QL A	
31	226+99	10/17/2024	GAS MAIN/PIPELINE	30	METALLIC			14.7' RIGHT OF BACK OF CURB	10014	1878976.236	1169000.064	590.46'	4.16'	586.30'	ASPHALT	2" ASPHALT, 10" CONCRETE	QL A	
32	253+65	10/18/2024	GAS MAIN/PIPELINE	6	POLYETHYLENE PIPE			2.4' RIGHT OF BACK OF CURB	10035	1879034.443	1171666.189	591.72'	3.23'	588.49'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
33	234+01	10/18/2024	GAS MAIN/PIPELINE	30	METALLIC			6.8' LEFT OF BACK OF CURB	10021	1878995.811	1169702.884	591.57'	3.34'	588.23'	CONCRETE	4" CONCRETE	QL A	
34	231+98	10/18/2024	GAS MAIN/PIPELINE	30	METALLIC			6.0' RIGHT OF BACK OF CURB	10018	1878985.789	1169499.899	590.22'	2.70'	587.52'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	
35	253+30	10/21/2024	GAS MAIN/PIPELINE	6	METALLIC			9.7' LEFT OF BACK OF CURB	10027	1878946.775	1171633.964	592.29'	2.18'	590.11'	CONCRETE	12" CONCRETE	QL A	
36	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 = akollter

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 1 OF 2 SHEETS

F.A.P. RTE.

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

CONTRACT: 62K61

ILLINOIS



USER NAME = LauriA

DESIGNED -

DRAWN -

PLOT SCALE =

PLOT DATE = 3/6/2026

REVISED -

REVISED -

REVISED -

REVISED -

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	1879007.021	1172229.622	591.70'	3.72'	587.98'	ASPHALT	3" ASPHALT, 12" CONCRETE	QL A	
42	262+48	10/23/2024	GAS MAIN/PIPELINE	6	METALLIC			5.7 LEFT OF BACK OF CURB	10049	1879010.515	1172549.782	591.88'	3.18'	588.70'	ASPHALT	3" ASPHALT, 12" CONCRETE	QL A	
43	263+46	10/23/2024	GAS MAIN/PIPELINE	6	METALLIC			4.5' LEFT OF BACK OF CURB	10050	1879011.77'	1172647.98'	591.53'	3.04'	588.49'	ASPHALT	3" ASPHALT, 12" CONCRETE	QL A	
44	224+55	10/24/2024	COMBINED SEWER	36	CONCRETE			4.2' LEFT OF BACK OF CURB	10042	1878878.371	1168761.418	589.23'	6.45'	582.78'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	WRONG OFFSET ON BOARD.CORRECT MEASUREMENT IS 4.2'.
45	226+87	10/24/2024	COMBINED SEWER	36	CONCRETE			19.4' RIGHT OF BACK OF CURB	10043	1878888.411	1168992.944	590.14'	7.70'	582.44'	ASPHALT	4" ASPHALT, 12" CONCRETE	QL A	UNABLE TO EXPOSE UTILITY DUE TO COLLAPSE OF HOLE. EXPOSED HOLE UP TO 6'.
46	229+91	10/25/2024	COMBINED SEWER	12	CONCRETE			36.3' LEFT OF BACK OF CURB	10044	1878930.361	1169294.707	592.04'	6.70'	585.34'	ASPHALT	8" ASPHALT, 12" CONCRETE	QL A	
47	205+68	10/28/2024	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 = akotler

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.P. RTE.

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

CONTRACT: 62K61

ILLINOIS

COOK

2

2



USER NAME = LauriA

DESIGNED -

DRAWN -

PLOT SCALE =

PLOT DATE = 3/6/2026

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSURFACE UTILITY ENGINEERING STUDY
PERSHING ROAD

SHEET NO. 5 OF 6 SHEETS

F.A.P. RTE.

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

CONTRACT NO. 80C90

ILLINOIS

FED.AID PROJECT

391

(1616-VB-WPGM) BR25

COOK

40

14

MODEL: Default

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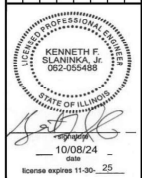
3/6/2026

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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	1079077.65	1174802.97	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	1079106.59	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 this location.
MCI-01	281+39	09-18-24	Fiber Optic	See Note	Concrete	NORTH EDGE DUCT	↔	15.9' Left of Back of Curb	1028	1079069.28	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 - Penning Rd to Wentworth
	Prepared By: SWI Date: 10/02/24
	Checked By: KFS Date: 10/08/24



T2 UTILITY ENGINEERS No. - IL05300104			S.U.E. TEST HOLE DATA		
SHEET NO.			SUE TH - Pershing Rd. to Wentworth		
1	OF	1			

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUBSURFACE UTILITY ENGINEERING STUDY PERSHING ROAD

SHEET NO. 6 OF 6 SHEETS

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

ILLINOIS	FED. AID PROJECT
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAT OF HIGHWAYS PERSHING ROAD

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

CHECKED	-
DATE	-



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

CHECKED -	REVISED -	DEPARTMENT OF
DATE -	REVISED -	

DESCRIPTION	PLAT OF PERSHI
	SHEET NO. 1

HIGHWAYS

G ROAD

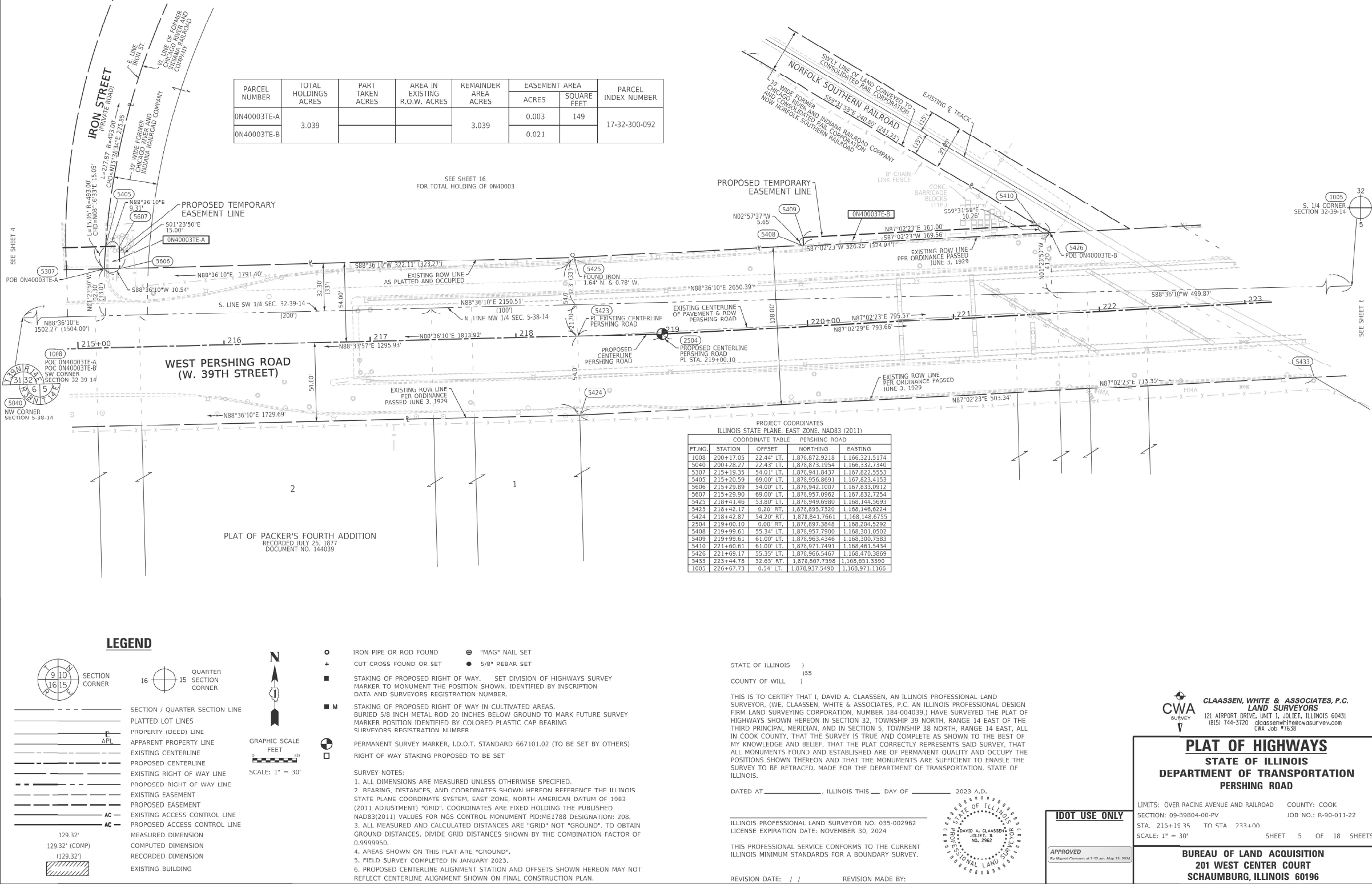
6 SHEETS

	F.A.P. RTE.	SECTION
	391	(1616-VB-WPGM) BR25
		ILLINOIS FE

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

FOR REFERENCE ONLY

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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
PERSHING ROAD

SHEET NO. 2 OF 6 SHEETS

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

FOR REFERENCE ONLY

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

PROJECT COORDINATES				
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)				
COORDINATE TABLE - PERSHING ROAD				
PT.NO.	STATION	OFFSET	NORTHING	EASTING
1008	200+17.05	22.44' LT.	1,878,872.9218	1,166,321.5174
5040	200+28.27	22.43' LT.	1,878,873.1954	1,166,332.7340
5426	221+49.17	55.35' LT.	1,878,966.5467	1,168,470.3869
5427	222+33.63	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
5422	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.	1,878,996.8175	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	1,169,053.4916
1011	227+52.78	64.09' RT.	1,878,875.8191	1,169,057.8098
1006	253+09.13	19.19' RT.	1,879,007.3669	1,171,611.3494
1025	253+12.77	19.20' RT.	1,879,007.4592	1,171,614.9741

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

LEGEND

- 9101615

SECTION CORNER

1515

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

129.32'

129.32' (COMP)

(129.32')

129.32'

129.32' (COMP)

(129.32')

○

IRON PIPE OR ROD FOUND

⊕

"MAG" NAIL SET

+

CUI CROSS FOUND 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.

■ M

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. DURNED 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.C.O.T. STANDARD 667101.02 (TO BE SET BY OTHERS)

□

RIGHT OF WAY STAKING PROPOSED TO BE SET

1

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".

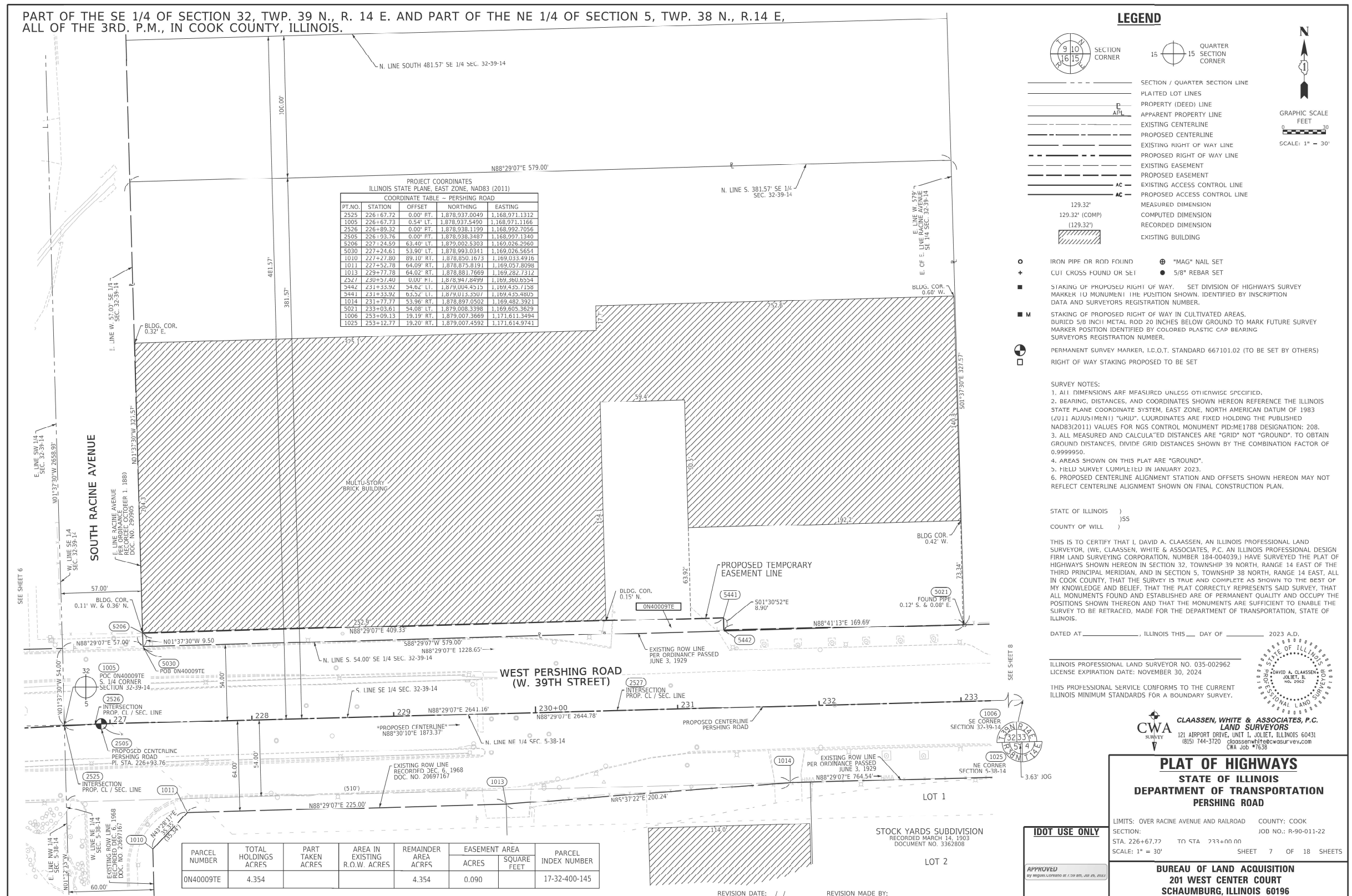
5.

FIELD SURVEY COMPLETED IN JANUARY 2023.

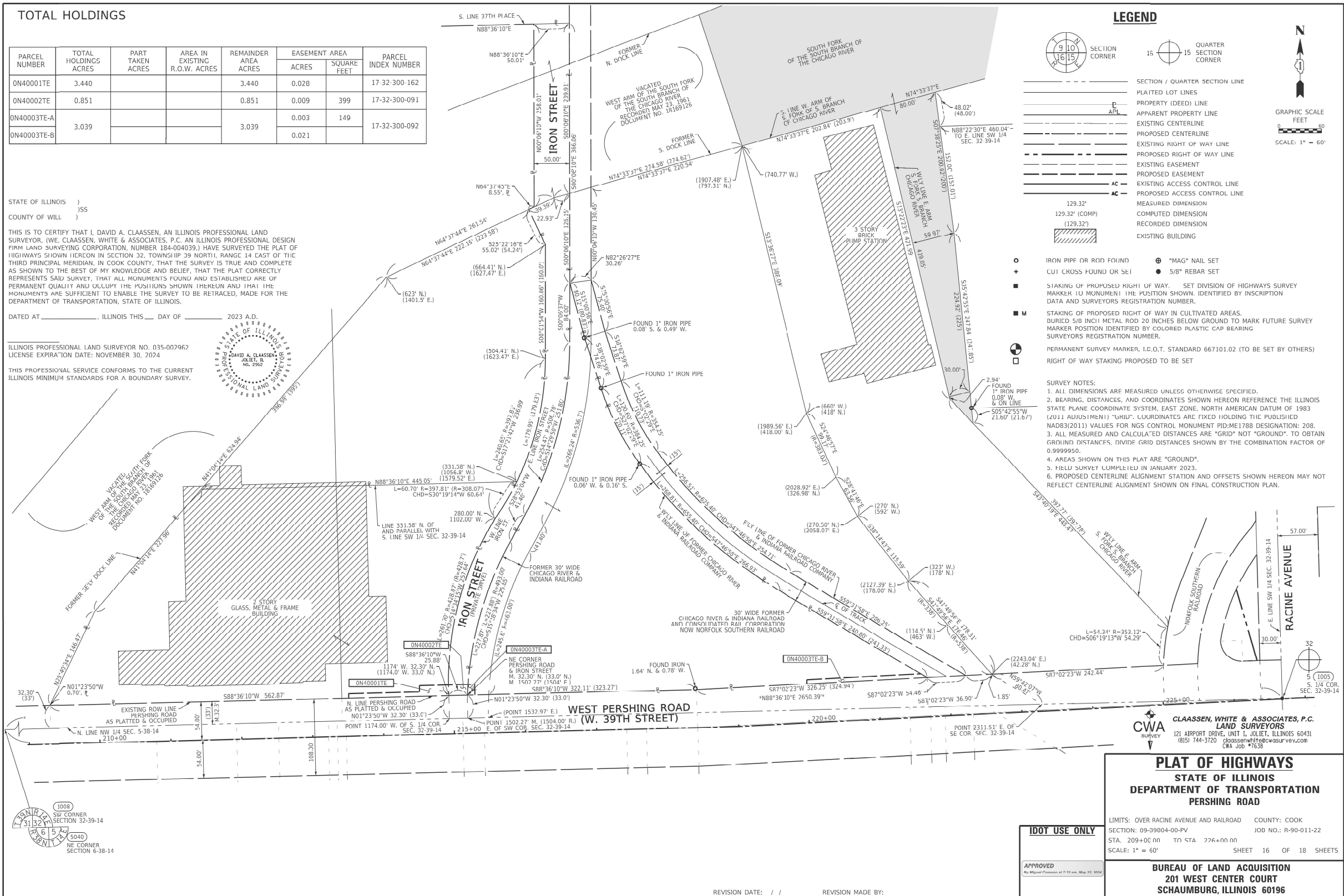
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PROPOSED CENTERLINE ALIGNMENT STATION AND OFFSETS SHOWN HEREON MAY NOT REFLECT CENTERLINE ALIGNMENT SHOWN ON FINAL CONSTRUCTION PLAN.
- STATE OF ILLINOIS)
COUNTY OF WILL)
- DATED AT _____, ILLINOIS THIS ____ DAY OF _____, 2023 A.D.
- ILLINOIS PROFESSIONAL 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 clausenwhitecasurveys.com
CWA JOB #7636
- PLAT OF HIGHWAYS**
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PERSHING ROAD
- LIMITS: OVER RACINE AVENUE AND RAILROAD COUNTY: COOK
SECTION: 09-39004-00-PV 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
- DOT USE ONLY
- APPROVED
- By Miguel Contreras at 7:19 am, May 23, 2023
- STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
- PLAT OF HIGHWAYS
PERSHING ROAD
- SHEET NO. 3 OF 6 SHEETS
- | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------------------|--------|--------------|-----------|
| 391 | (1616-VB-WPGM) BR25 | COOK | 40 | 18 |
| CONTRACT NO. 80C90 | | | | |
- ILLINOIS FED. AID PROJECT
-
- | | | | |
|--------------|----------|------------|-----------|
| USER NAME = | LauriA | DESIGNED - | REVISED - |
| PLOT SCALE = | | DRAWN - | REVISED - |
| PLOT DATE = | 3/6/2026 | CHECKED - | REVISED - |
| | | DATE - | REVISED - |
- MODEL: Default
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- 3/6/2026 5:01:14 PM

FOR REFERENCE ONLY



FOR REFERENCE ONLY



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				

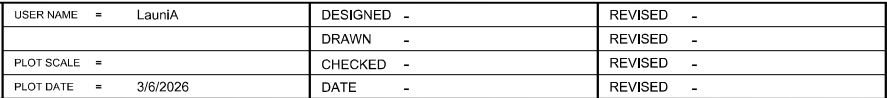
ILLINOIS FED. AID PROJECT



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAT OF HIGHWAYS

PERSHING ROAD



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), HAVE CONDUCTED A SURVEY OF THE PLAT OF STATE ROUTE 107 AND HIGHWAYS SHOWN HEREIN IN SECTION 33, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND IN SECTION 5, TOWNSHIP 38 NORTH, RANGE 14 EAST, ALL IN COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF OUR KNOWLEDGE AND BELIEF, AND THAT WE ARE NOT PROVIDING ANY GUARANTEE FOR ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE PUBLIC TO RECONSTRUCT, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 03
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:

APPROVED
by Miguel Coriano at 1:08 am, Jul 26, 2022

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PERSHING ROAD

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

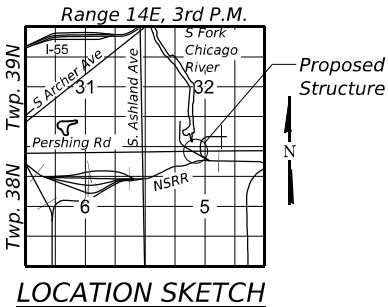
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
391	(1616-VB-WPGM) BR25	COOK	40	21
		CONTRACT NO. 80C90		
ILLINOIS		FED. AID PROJECT		

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.

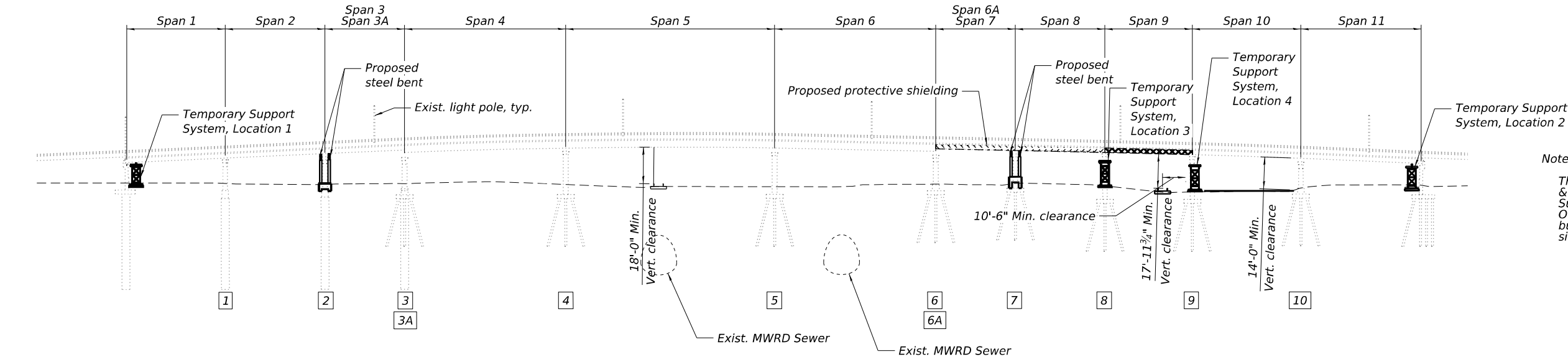
DESIGN SPECIFICATIONS
2020 AASHTO LRFD Bridge Design
Specifications, 10th Edition

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

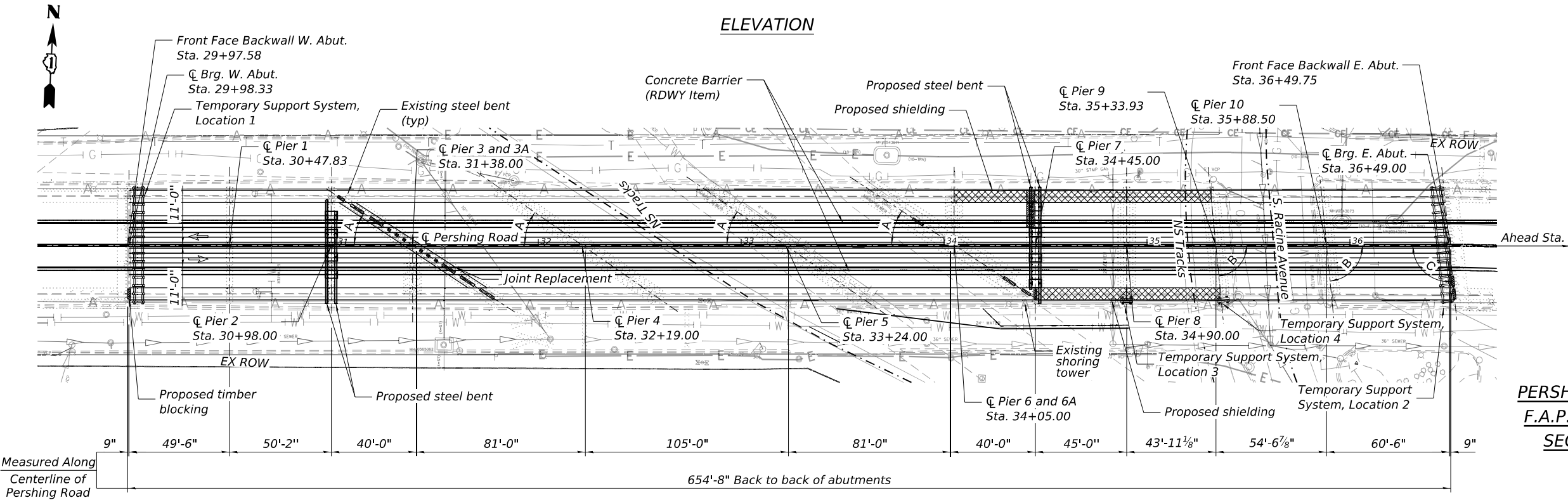
DESIGN STRESSES (ORIGINAL CONSTRUCTION)
 $f_c = 3,500$ psi
 $f_y = 33,000$ psi (Reinforcement)
 $f_y = 33,000$ psi (Structural steel)

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
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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.

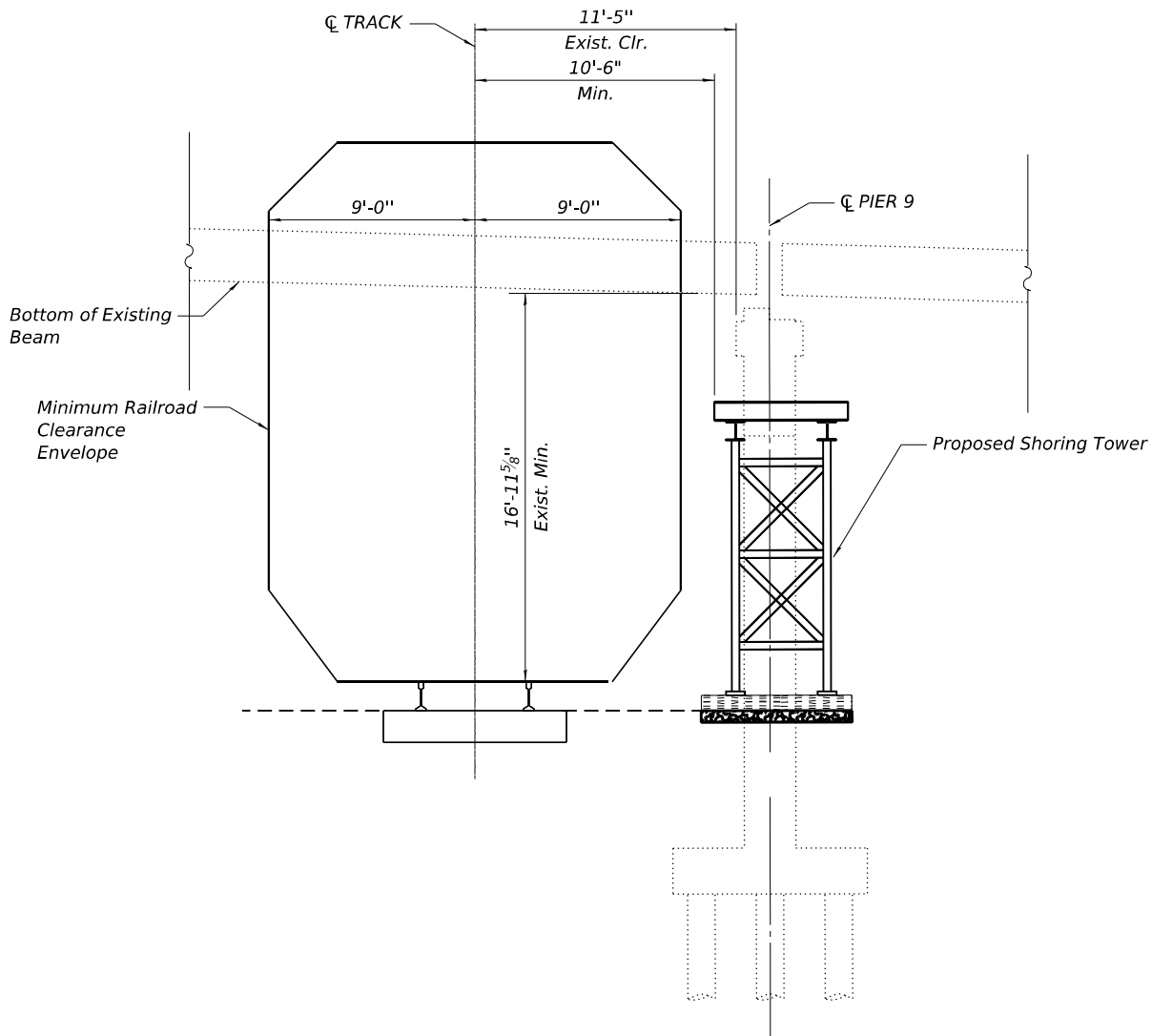
Concrete Repair Details
- S15.

Miscellaneous Details
- S16.

Bridge Standard R-27
- S16A.

Pier 3 Connection Detail
- S16B.

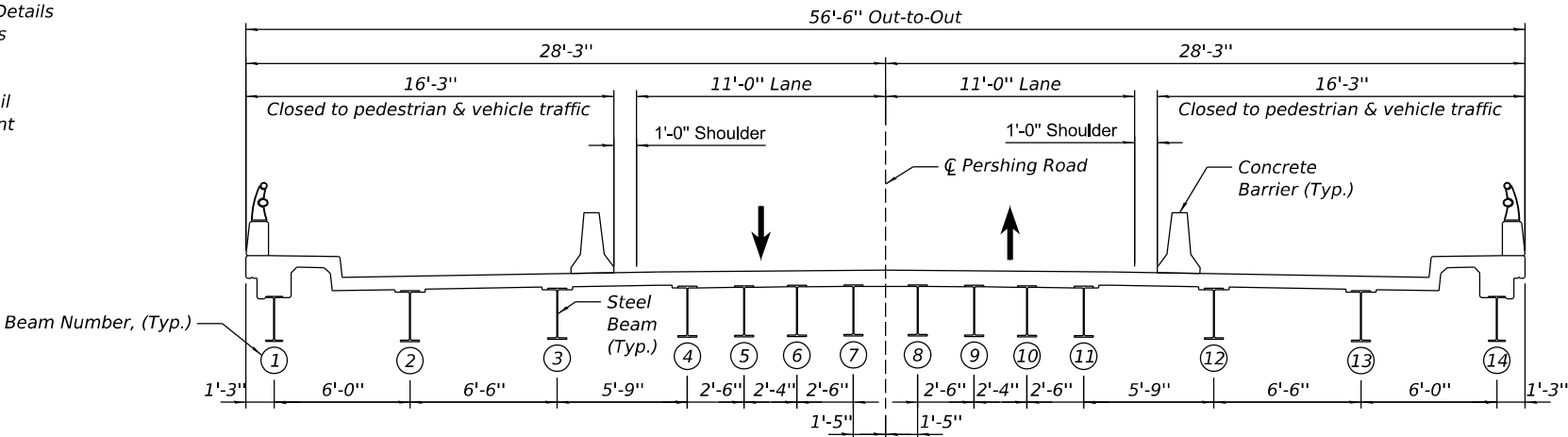
Pier 3 Joint Replacement



RAILROAD CLEARANCE DIAGRAM

TOTAL BILL OF MATERIAL

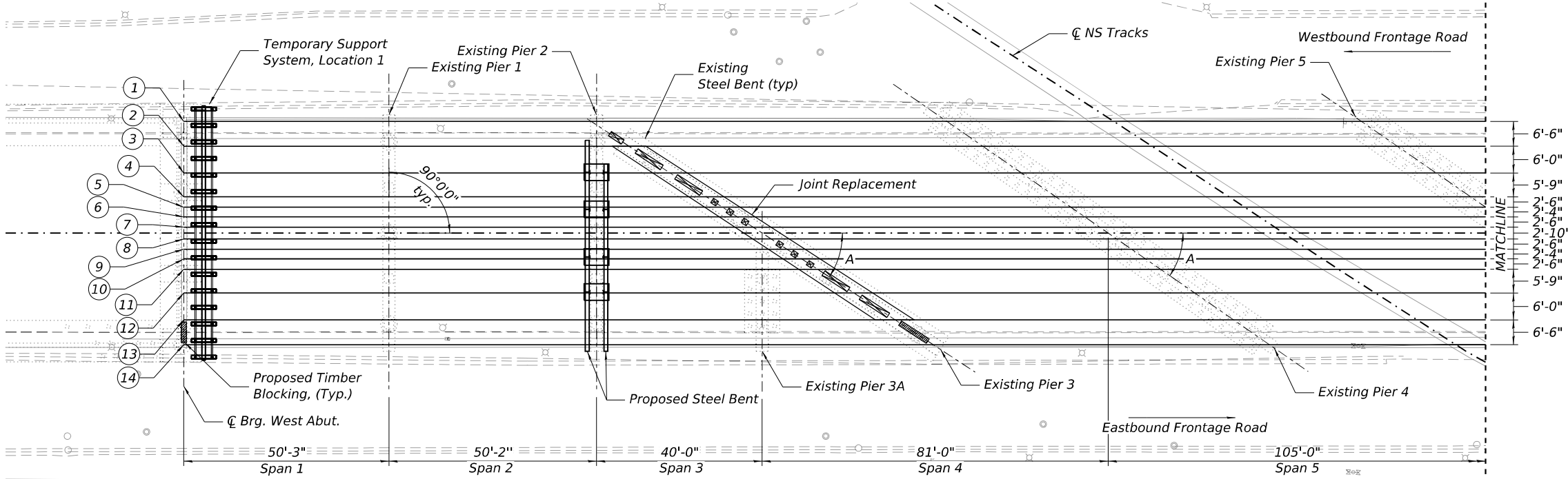
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Concrete Removal	Cu Yd	20		20
Protective Shield	Sq Yd	158		158
Structure Excavation	Cu Yd		118	118
Removal and Disposal of Unsuitable Material for Structures	Cu Yd		160	160
Concrete Structures	Cu Yd		27.5	27.5
Concrete Superstructure	Cu Yd	24		24
Furnishing 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



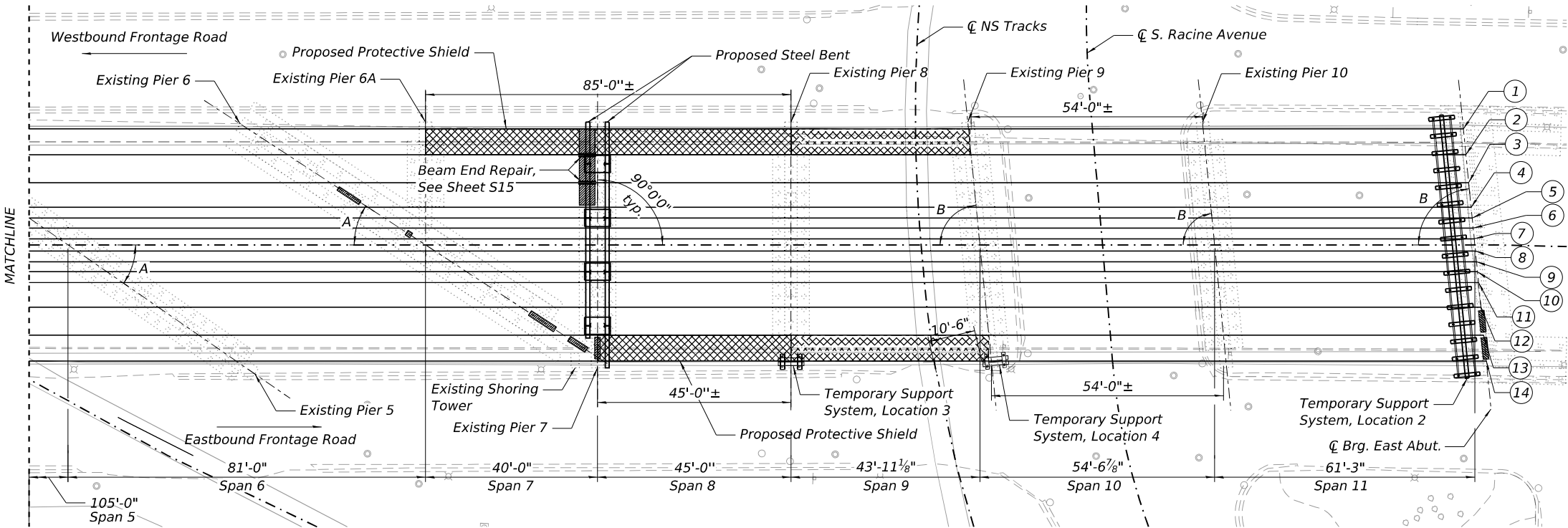
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Existing Pier Skew Angles

A	33°09'25"
B	84°22'11"



PLAN



PLAN

Legend

	Protective Shield
	Timber Blocking & Diaphragm Removal
	Beam Number
	Diaphragm Removal



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

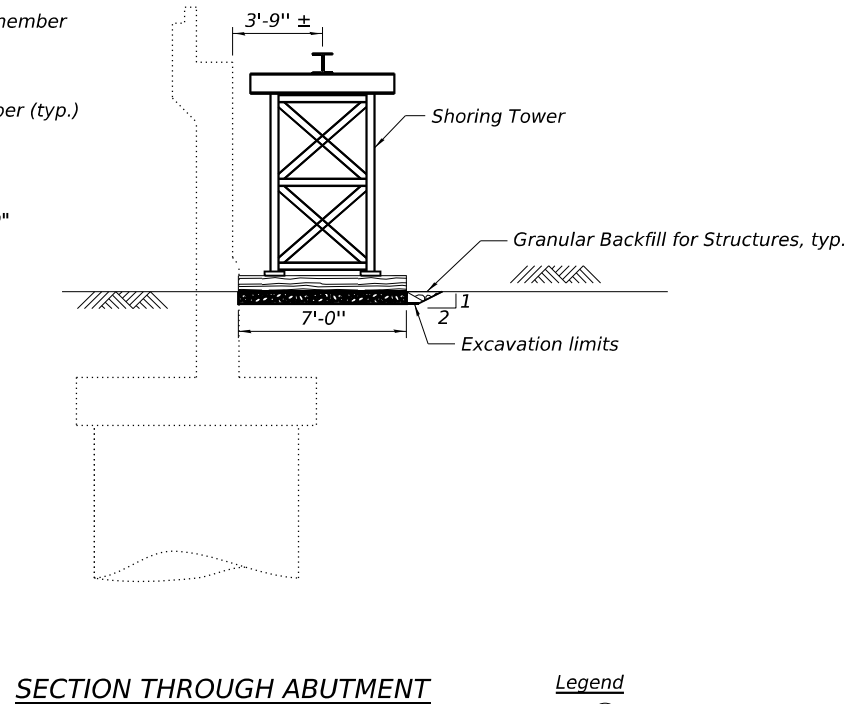
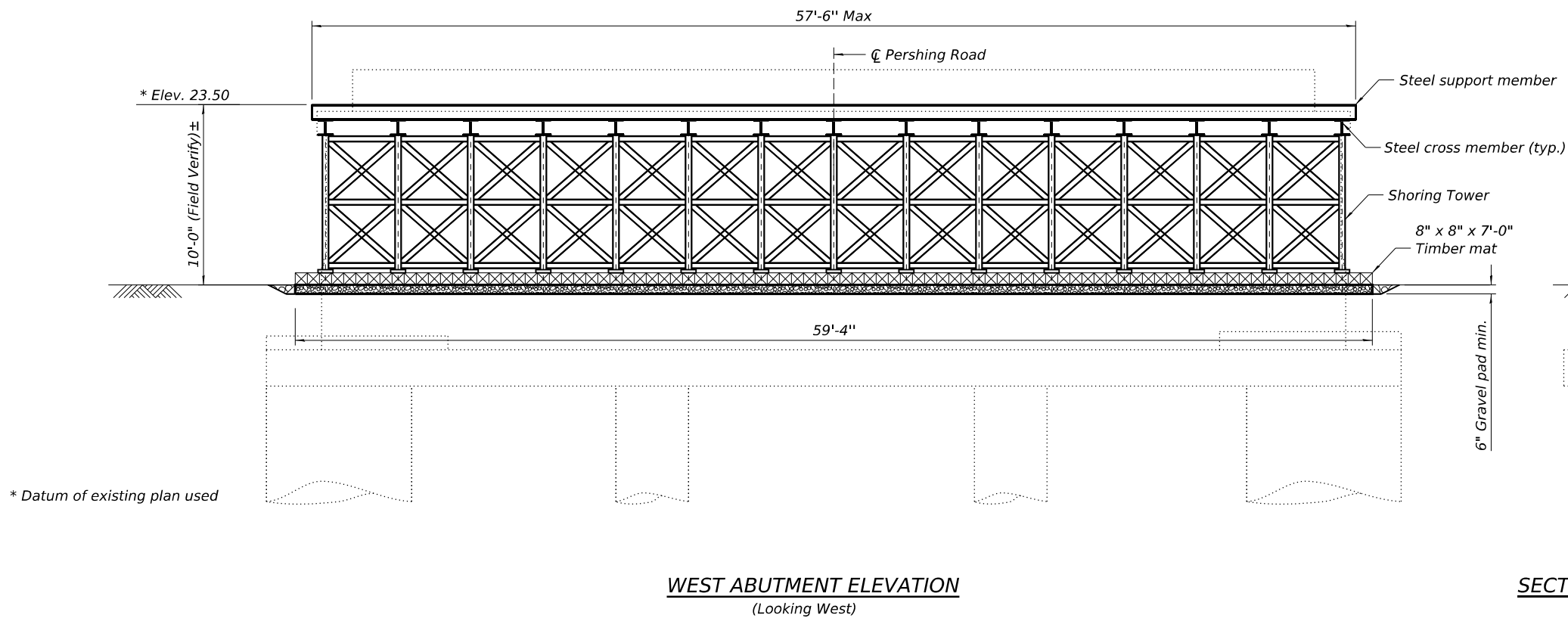
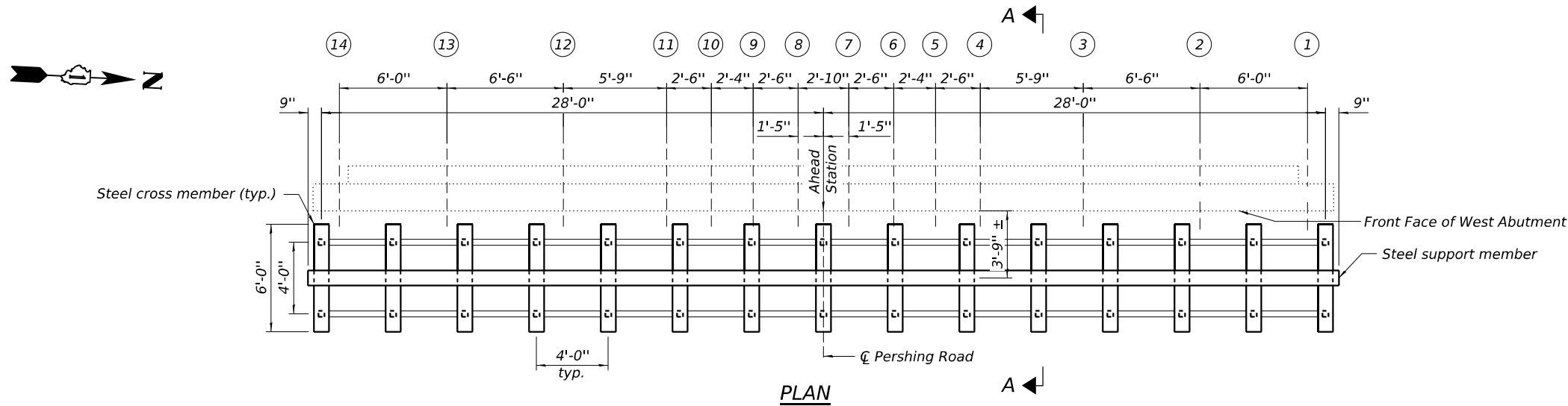
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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				

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Legend

6 Beam Number

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)	3½	½	1 ¹³ / ₁₆	3 ¹ / ₈	3½	3¾	3 ¹³ / ₁₆	3 ¹³ / ₁₆	3¾	3½	3 ¹ / ₈	1 ¹³ / ₁₆	½	3½

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 -

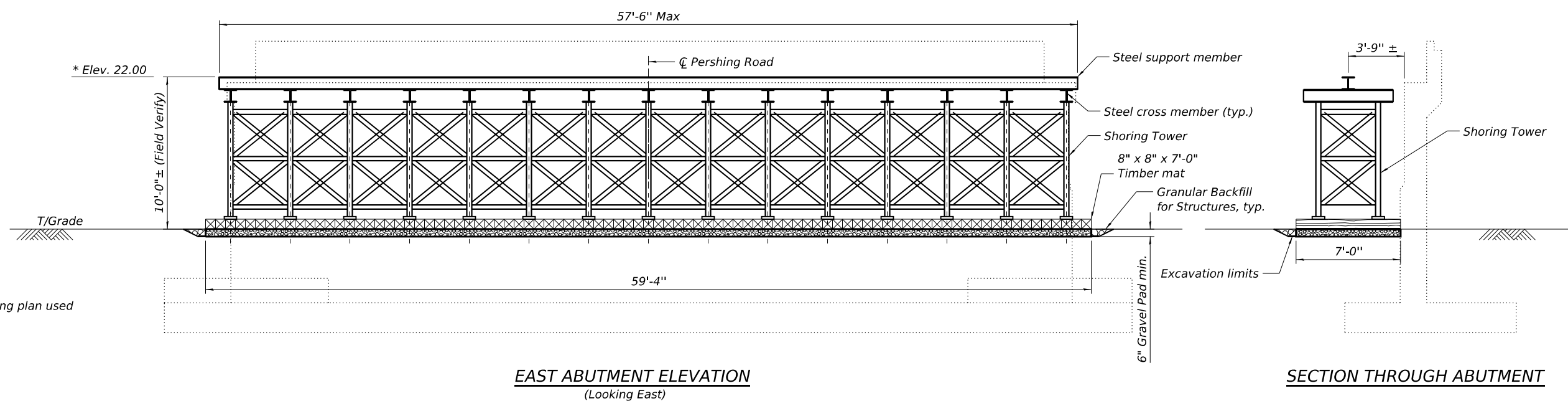
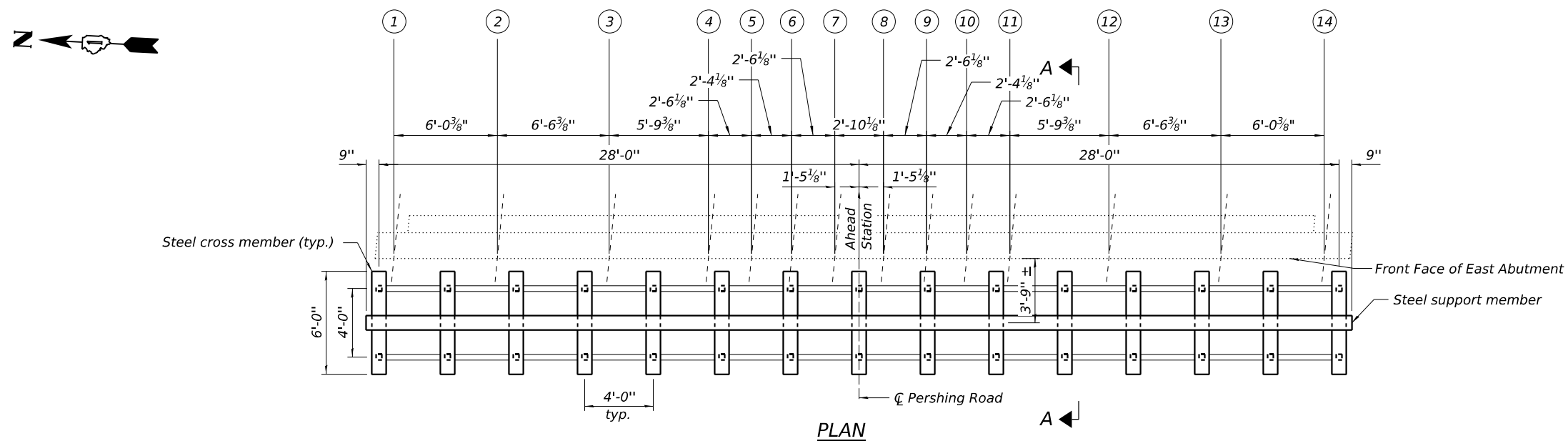
REVISED -

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				



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.

SHIM TABLE FOR EAST ABUTMENT

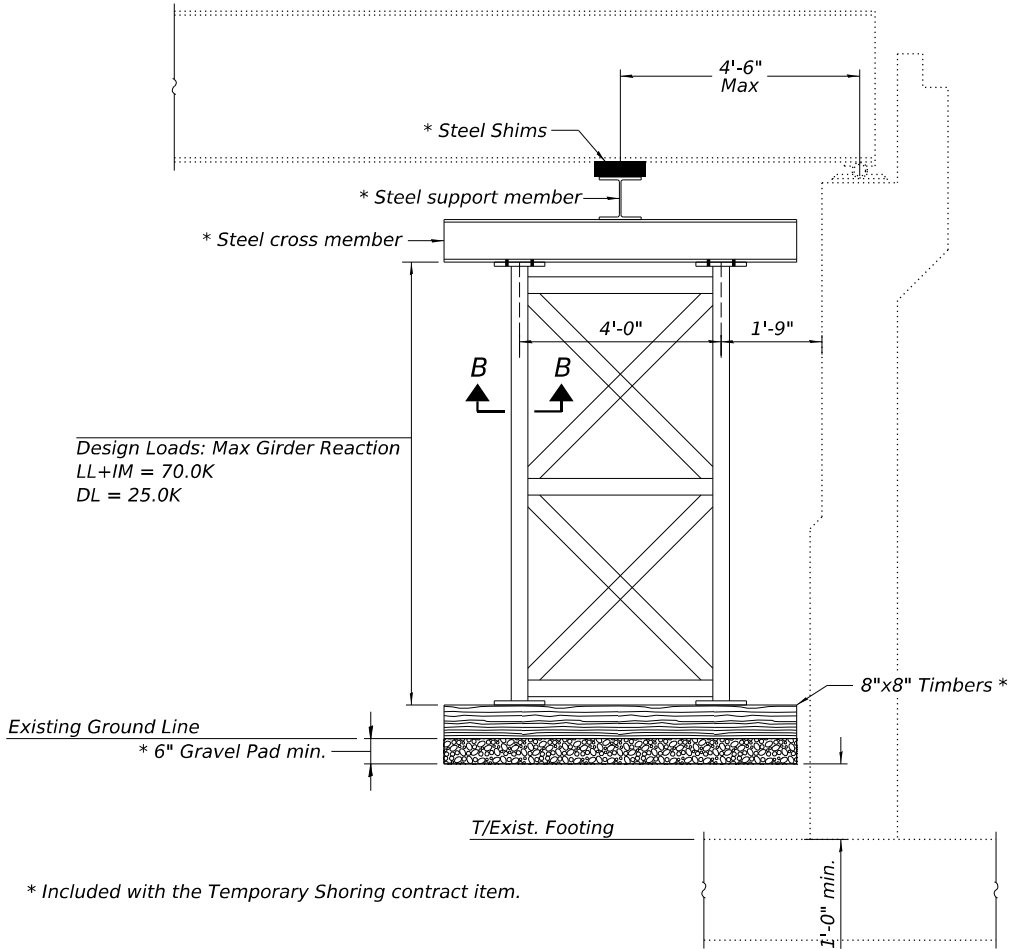
	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14
Shim Thickness Required (inches)	8 $\frac{3}{4}$	2 $\frac{3}{4}$	3 $\frac{3}{4}$	4 $\frac{9}{16}$	4 $\frac{11}{16}$	4 $\frac{15}{16}$	5 $\frac{1}{8}$	4 $\frac{11}{16}$	4 $\frac{1}{2}$	4 $\frac{1}{8}$	3 $\frac{5}{8}$	2 $\frac{3}{16}$	1 $\frac{1}{2}$	5 $\frac{3}{4}$

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

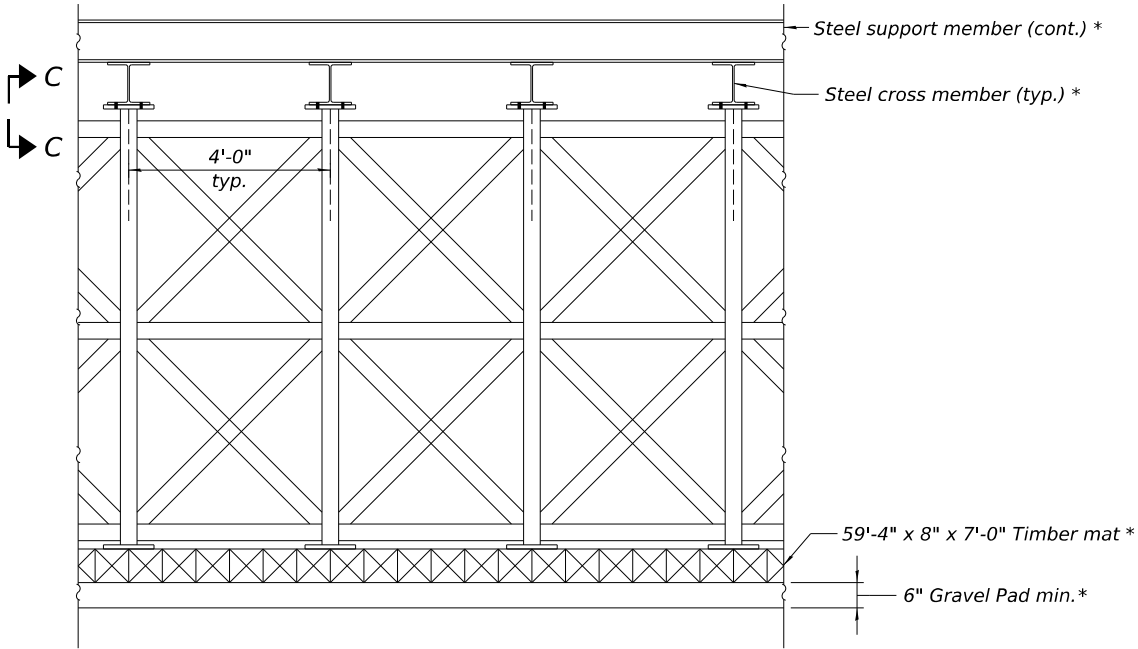
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BILL OF MATERIAL

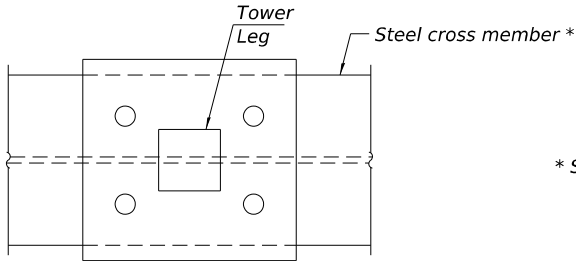
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West Abutment	Temporary Support System, Location 1	Each		1	1
East Abutment	Temporary Support System, Location 2	Each		1	1



SECTION A-A

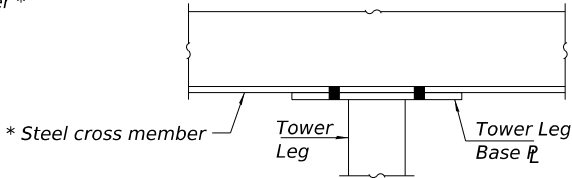


ABUTMENT SHORING TOWER ELEVATION



SECTION B-B

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



VIEW C-C

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	-

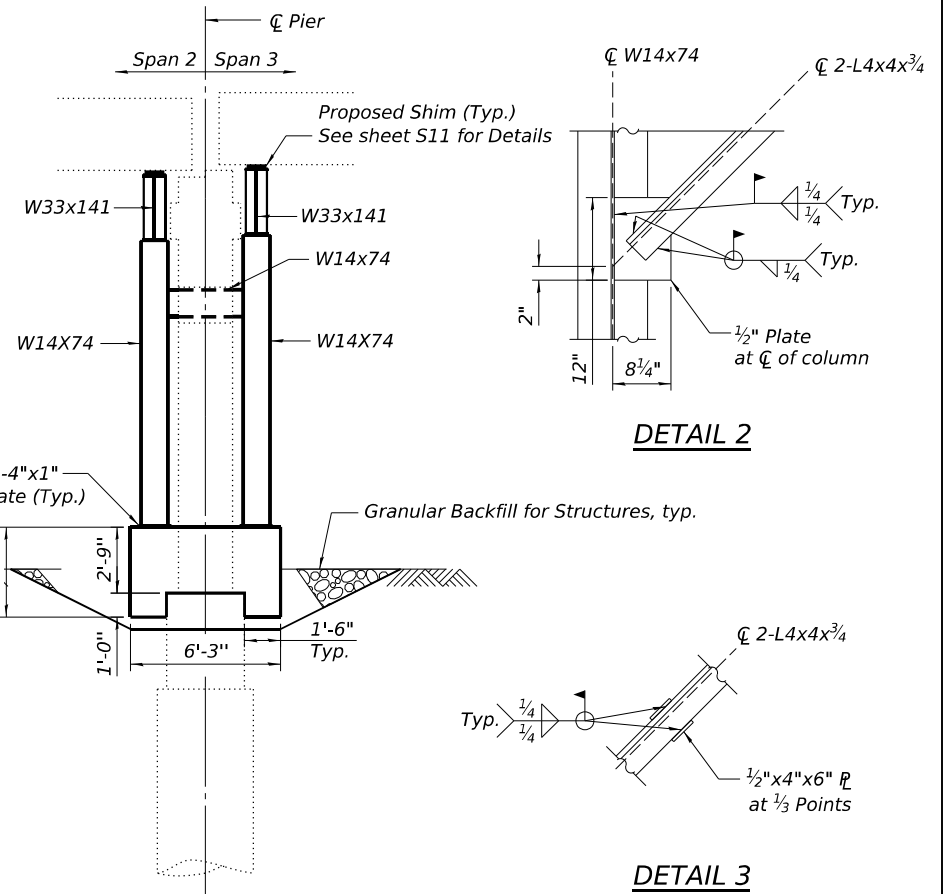
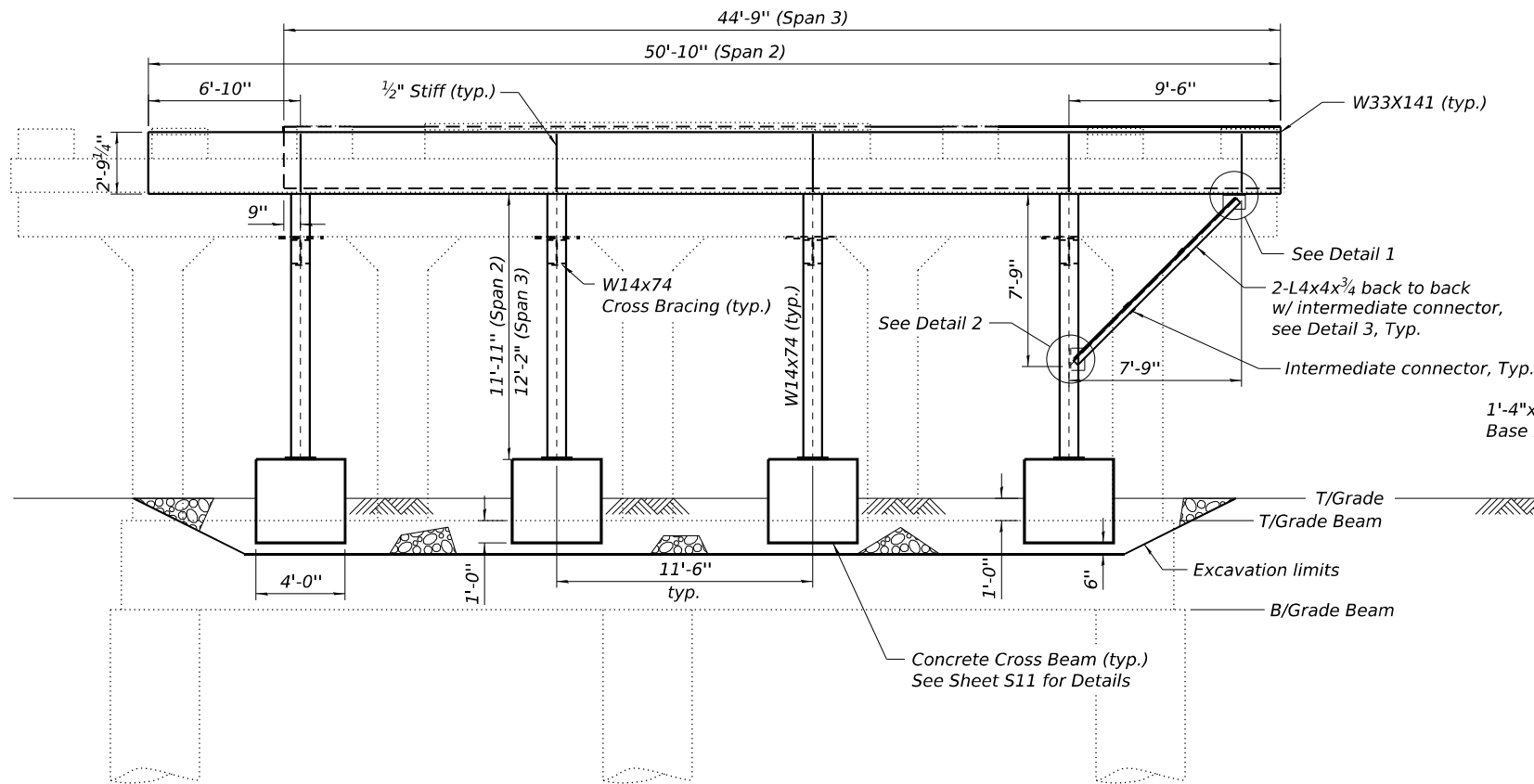
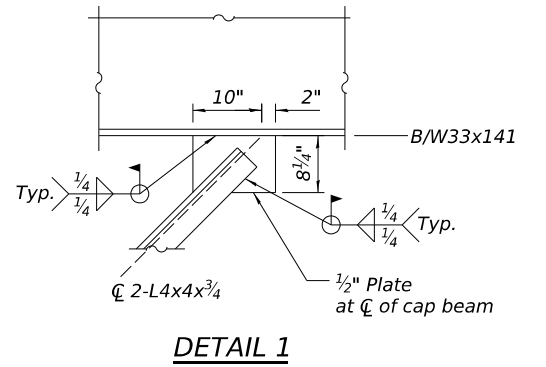
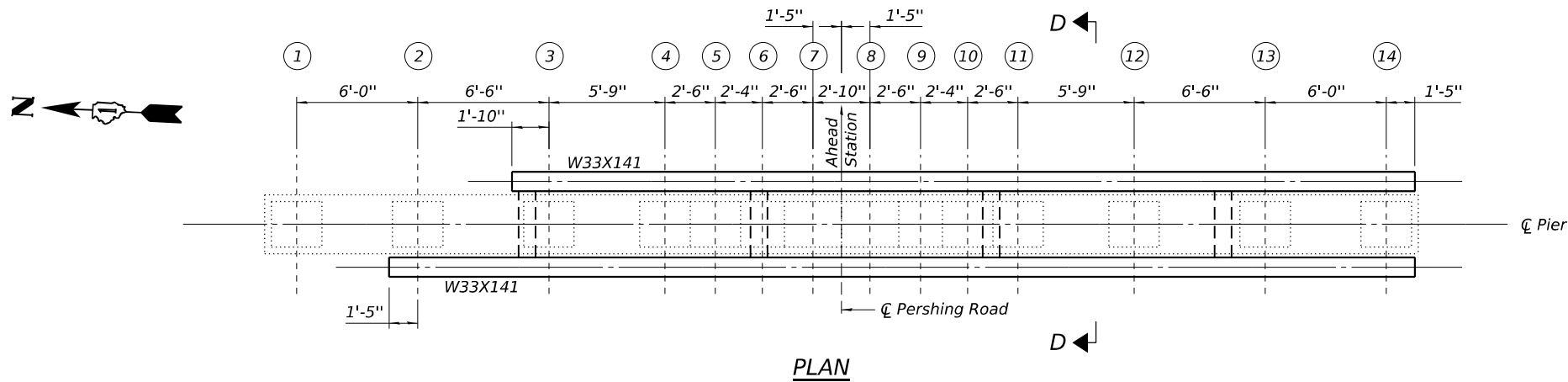
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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
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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 3/8	3 1/4	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 -

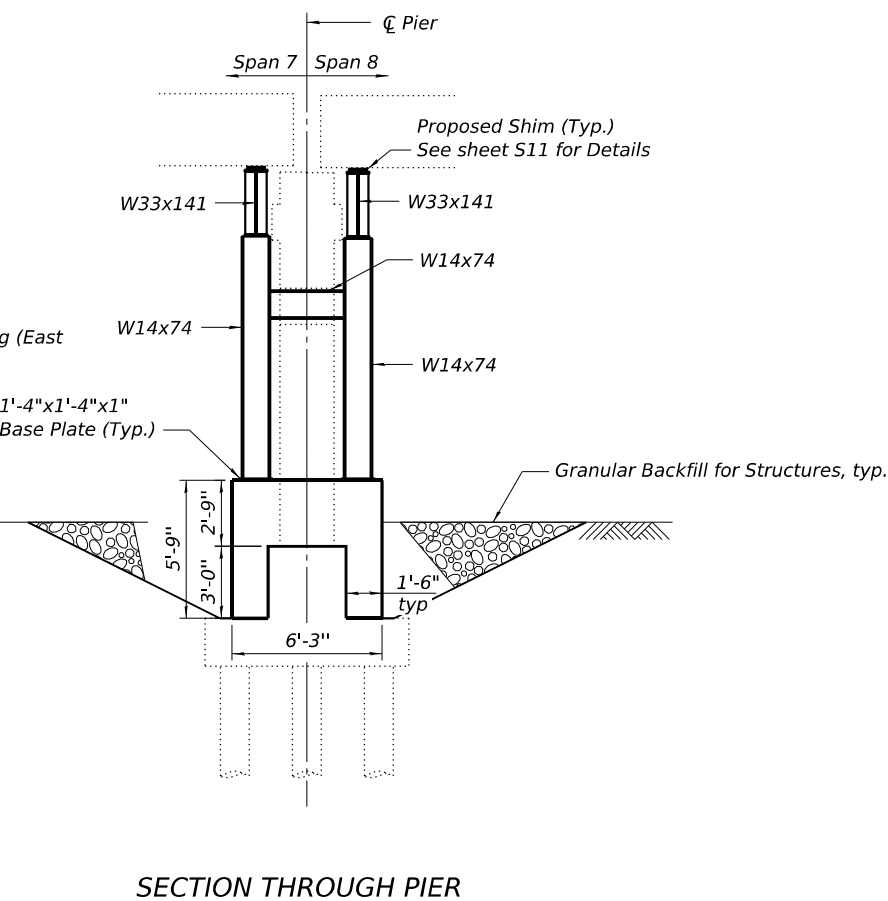
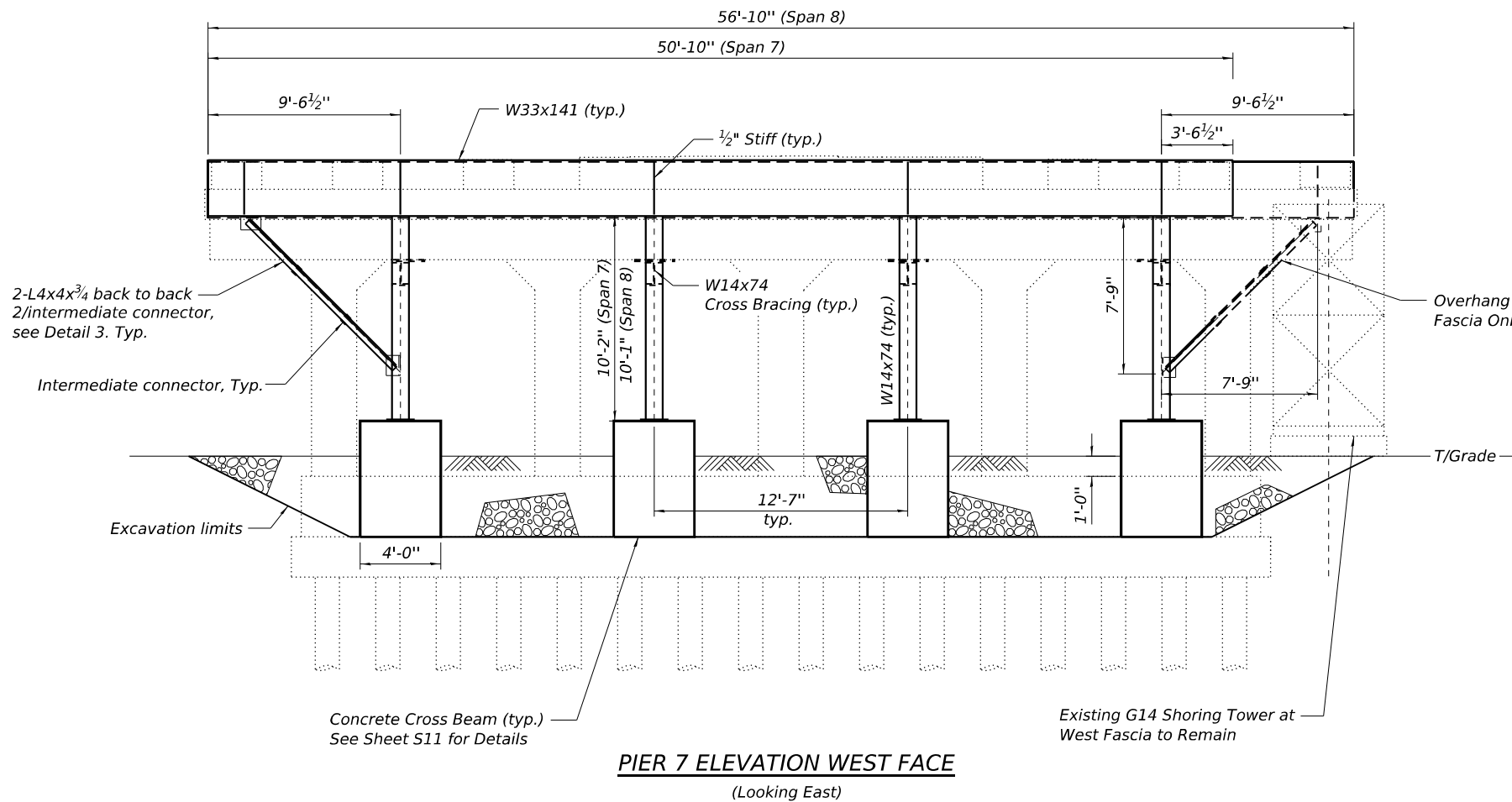
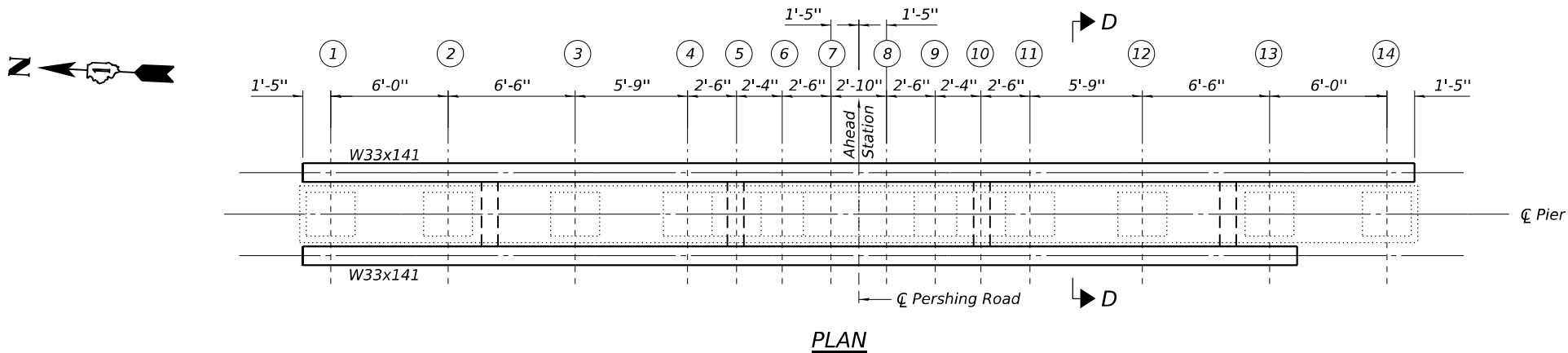
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



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.

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

Legend
6 Beam Number



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	-
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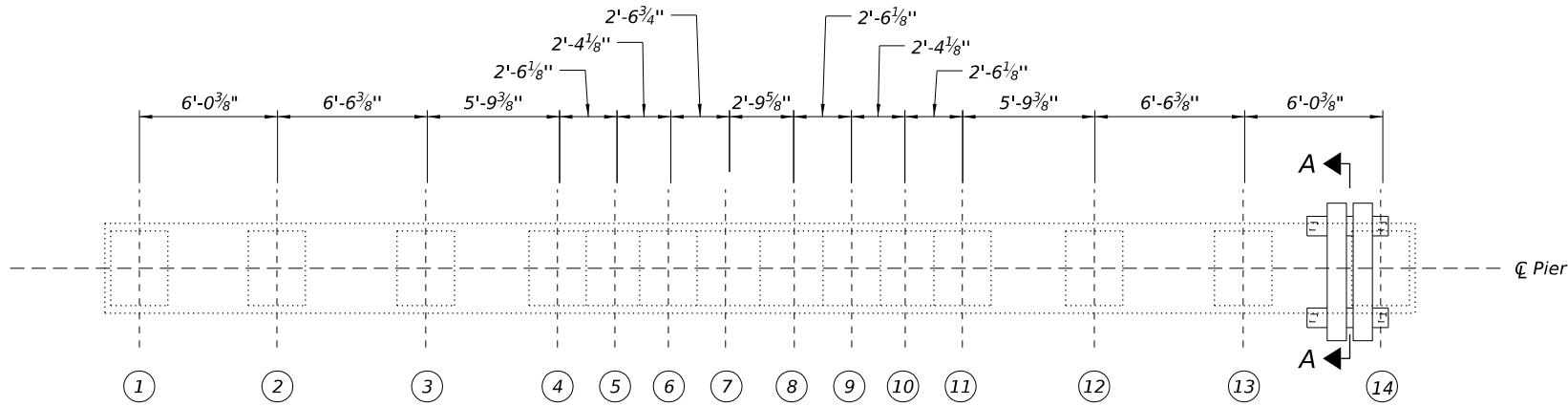
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 7 PLAN AND ELEVATION
STRUCTURE NO. 016-0396

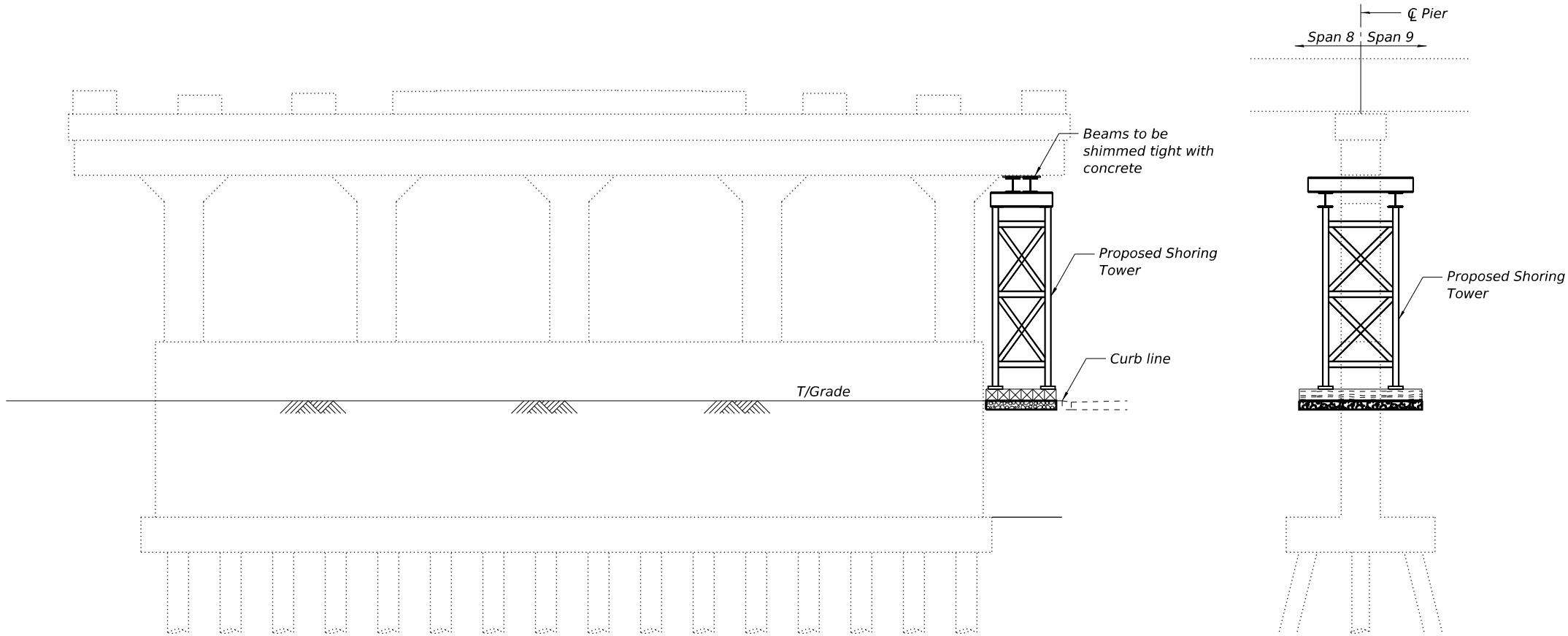
SHEET NO. S8 OF S16 SHEETS

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
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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		

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PLOT SCALE	=	1/8" = 1'-0" U.O.N.
PLOT DATE	=	6/19/2026

DESIGNED	-	CMF
CHECKED	-	NL
DRAWN	-	WC
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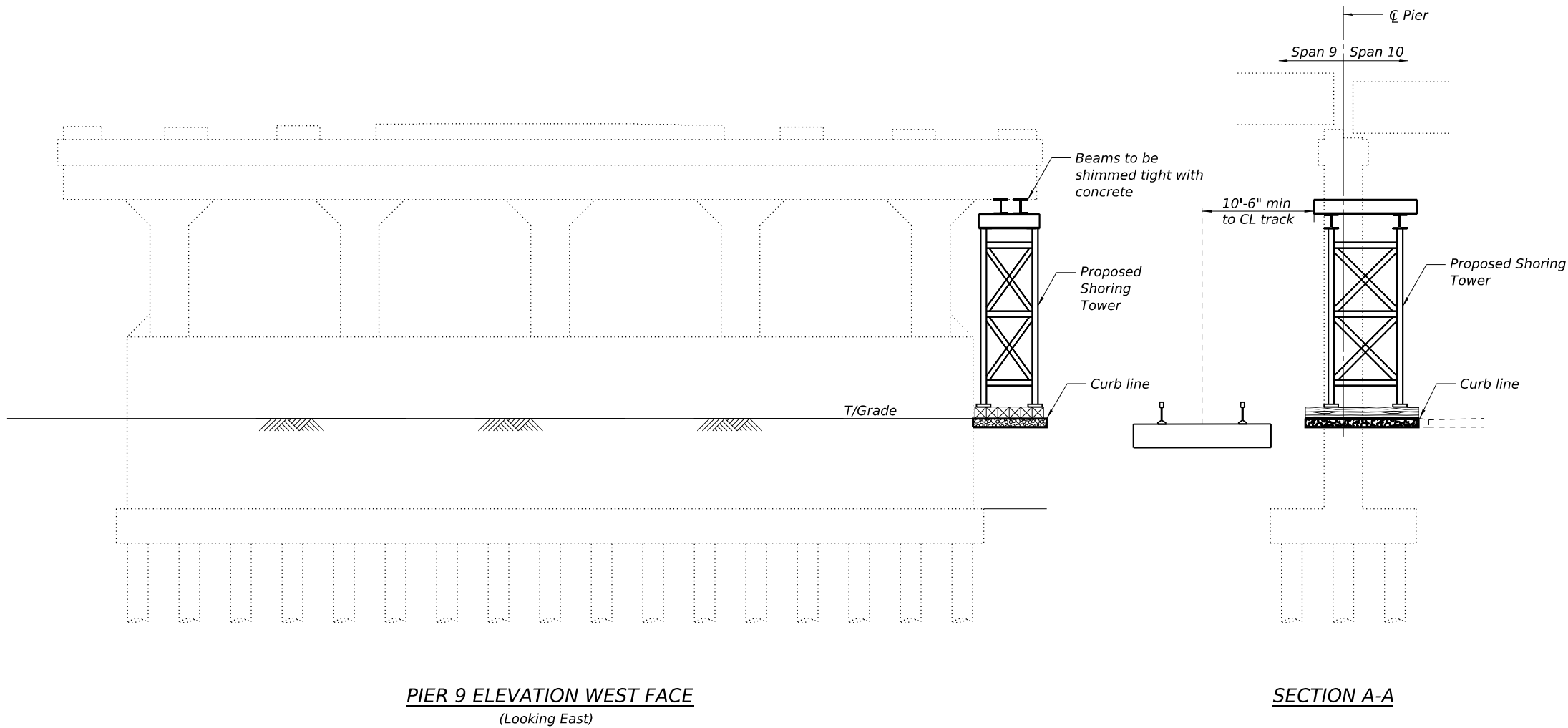
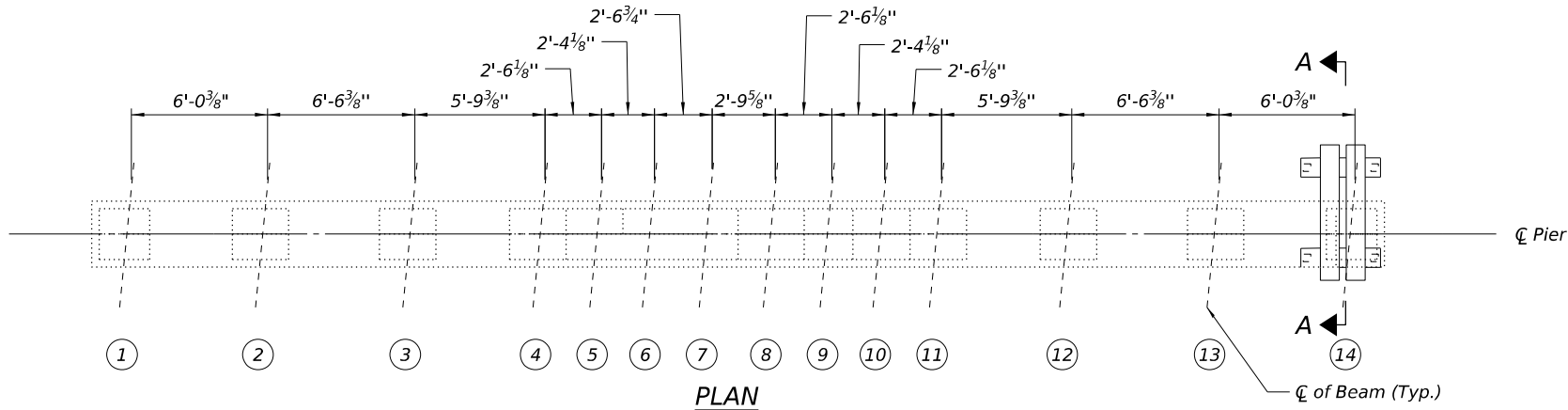
REVISED	-
REVISED	-
REVISED	-
REVISED	-

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				



Legend

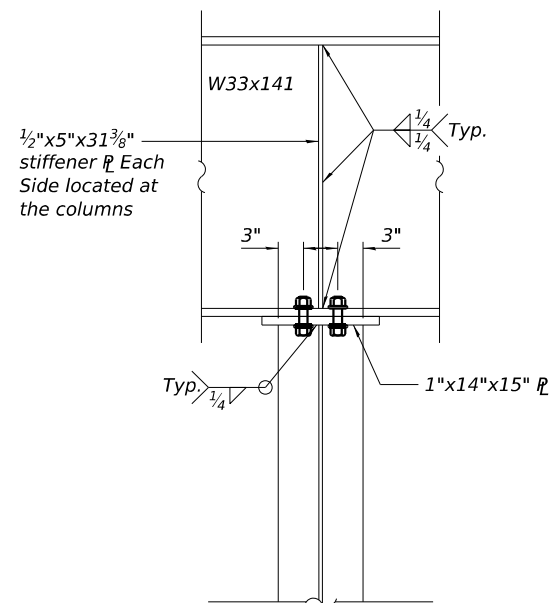
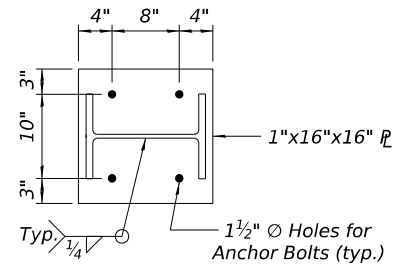
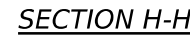
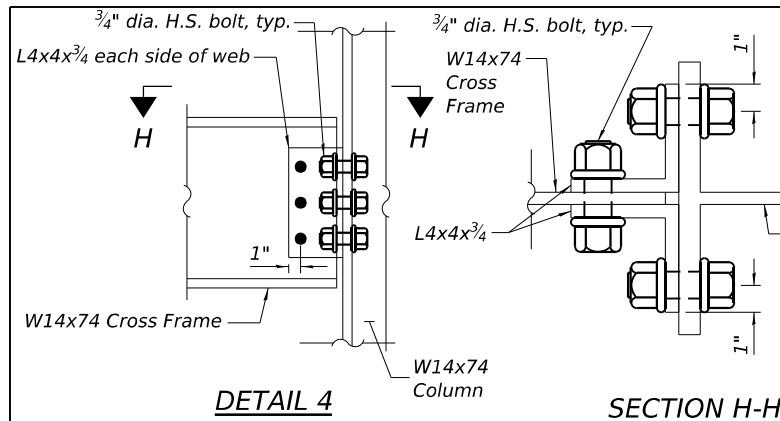
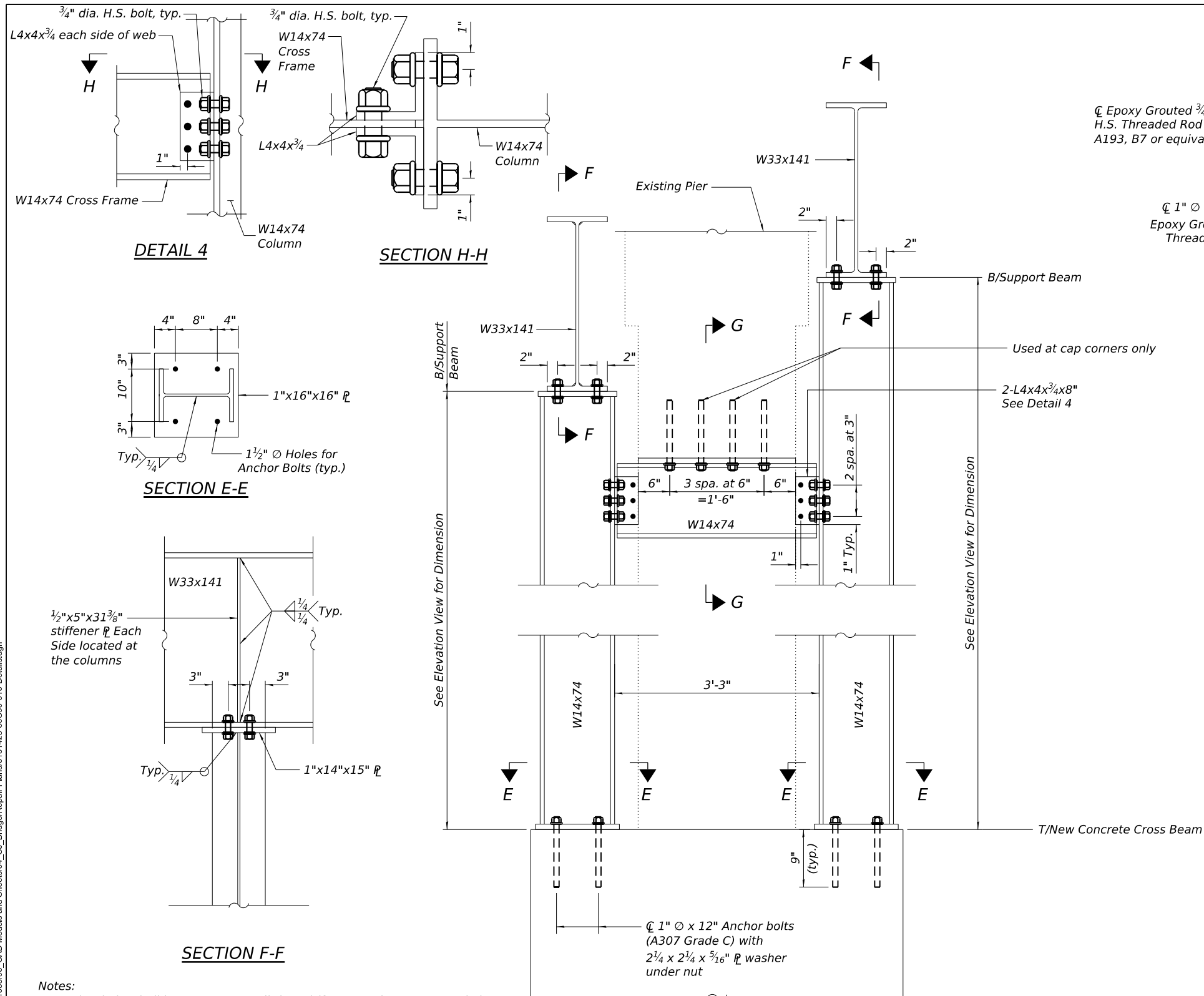
⑥ Beam Number

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.



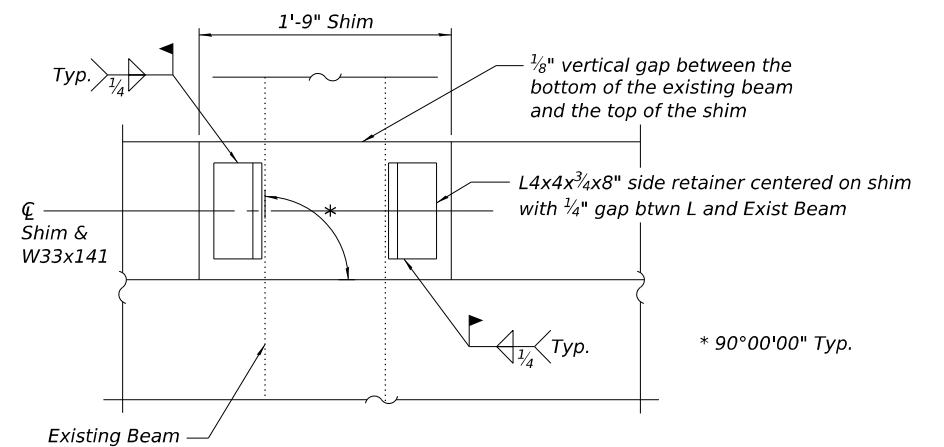
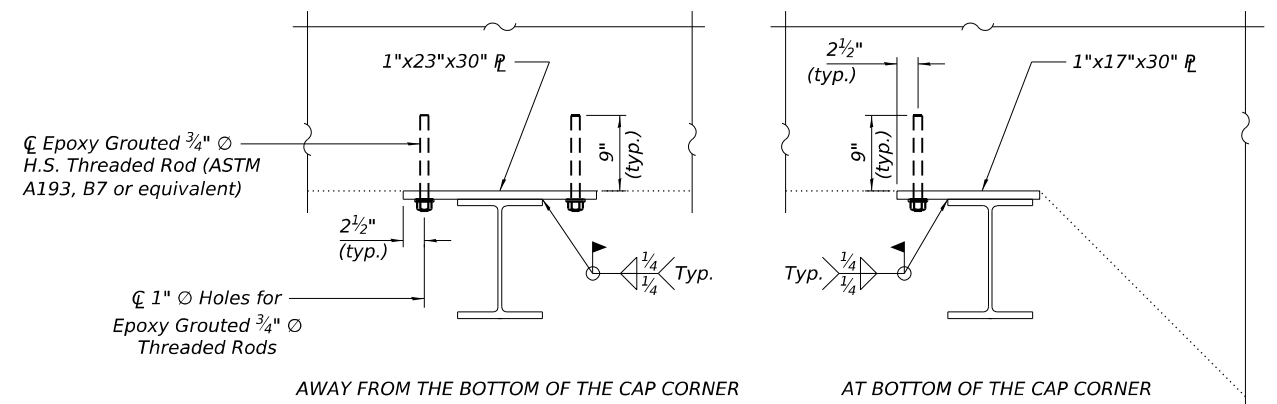
Notes:

Anchor bolts shall be ASTM F1554 all-thread (for an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554. Cost included in the contract price for Furnish and Erect Structural Steel.

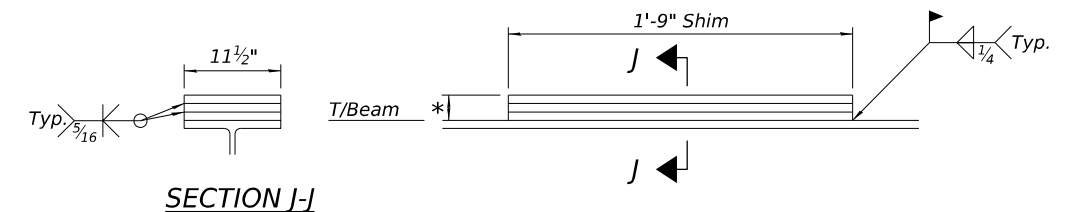
Anchor bolts may be either cast in place or installed in holes drilled after the supported member is in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications. Cost included in the contract price for Furnish and Erect Structural Steel.

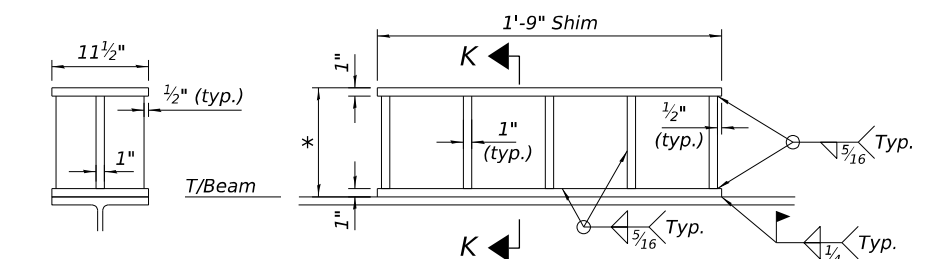
W14x74 and W33x141 may be substituted with built-up column and plate girder with higher capacity at no additional cost to the department. Contractor is responsible for any additional design and detailing due to a substitution. Substitutions shall be submitted to the Engineer for review and approval prior to use.



PLAN OF SHIM WITH SIDE RETAINERS SHOWN
(Side Retainers needed for fascia beams Only)



FOR SHIMS LESS THAN 6"



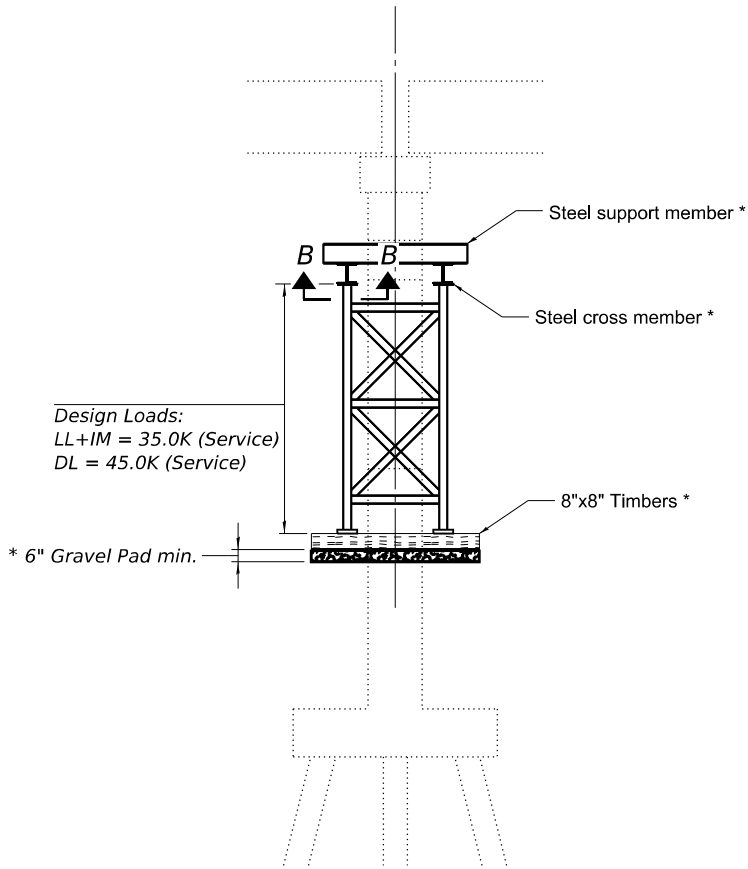
SECTION K-K

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

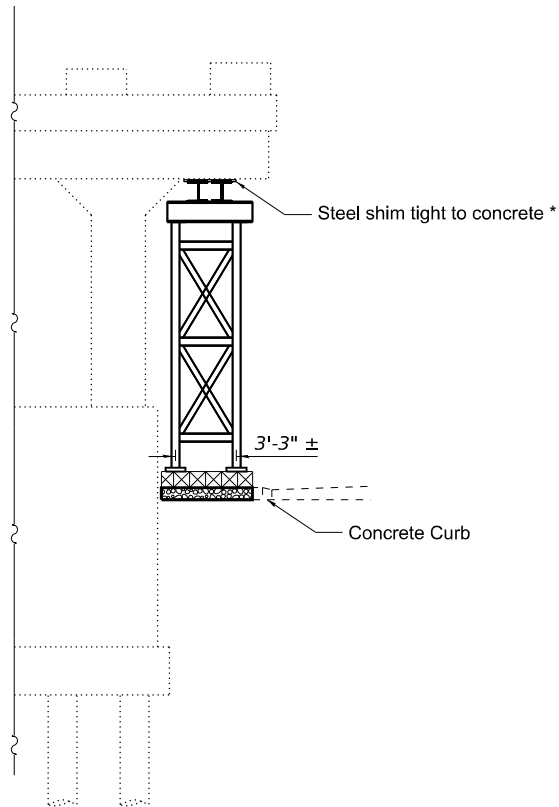
FOR SHIMS 6" AND GREATER

BILL OF MATERIAL

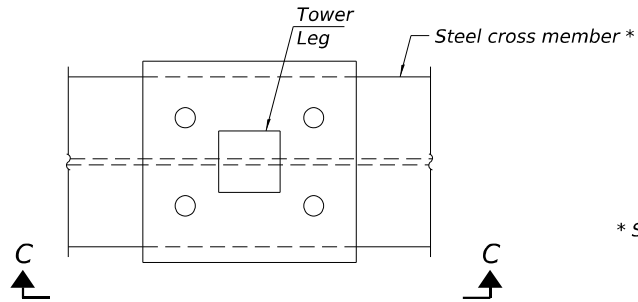
Location	ITEM	UNIT	SUPER	SUB	TOTAL
Pier 8	Temporary Support System, Location 3	Each		1	1
Pier 9	Temporary Support System, Location 4	Each		1	1



SECTION A-A

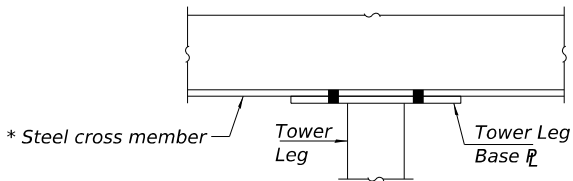


PIER SHORING TOWER ELEVATION



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.

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

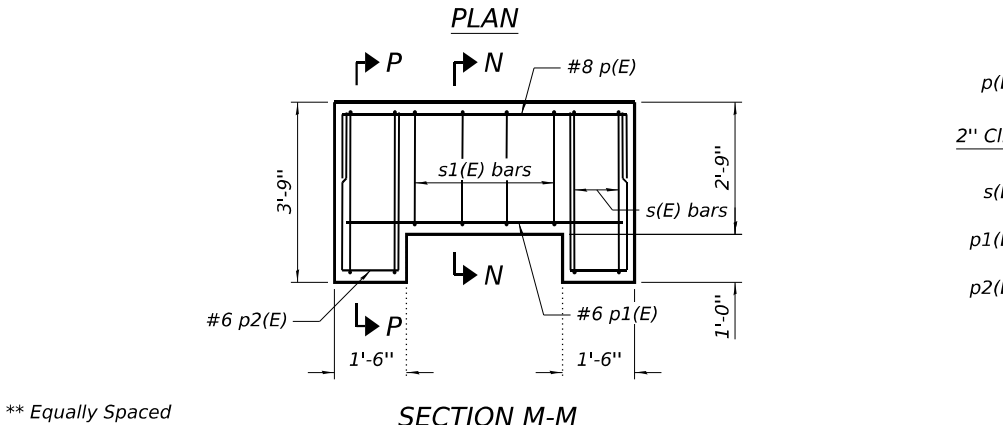
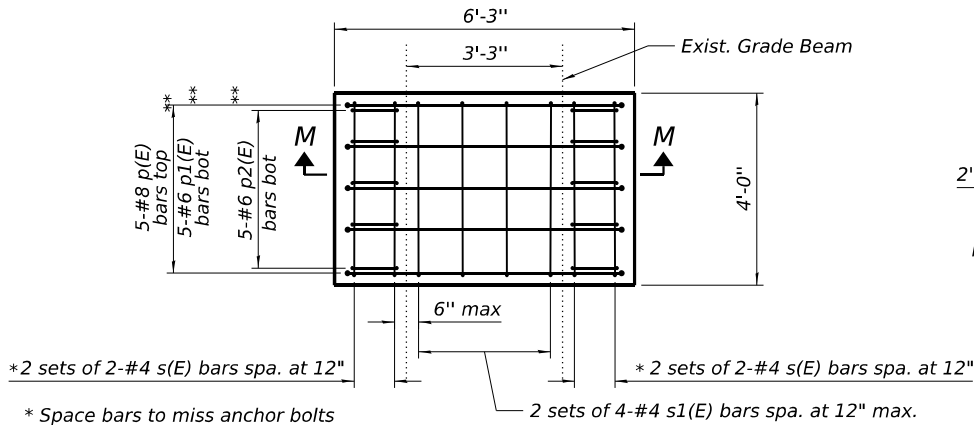
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER SHORING TOWER DETAILS
STRUCTURE NO. 016-0396

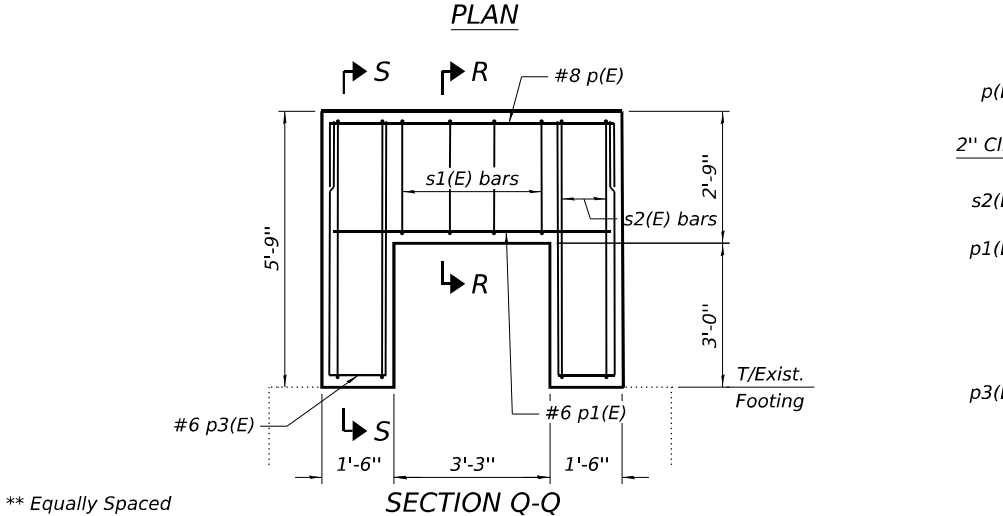
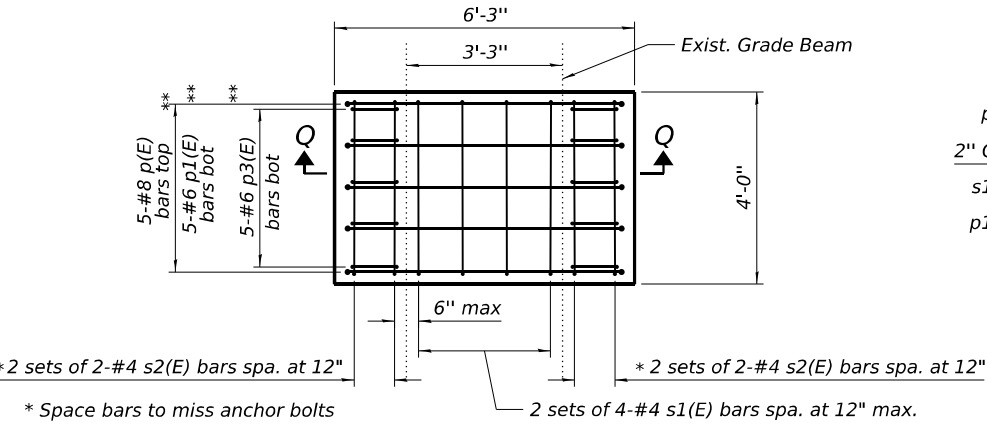
SHEET NO. S12 OF S16 SHEETS

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	

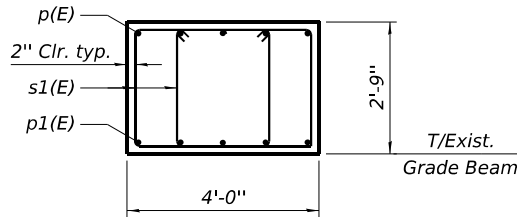
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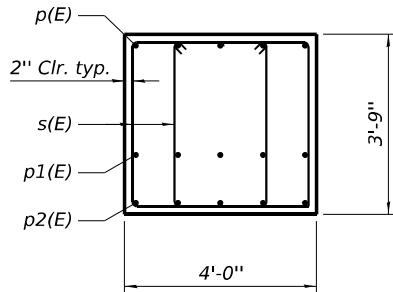
SECTION M-M
PIER 2 CONCRETE CROSS BEAM



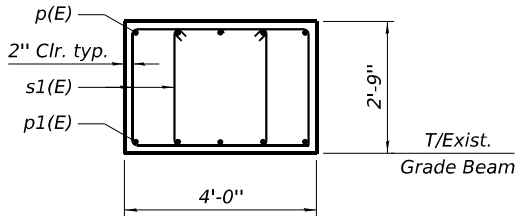
SECTION Q-Q
PIER 7 CONCRETE CROSS BEAM



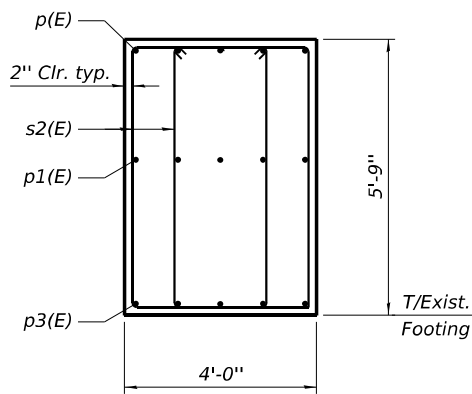
SECTION N-N



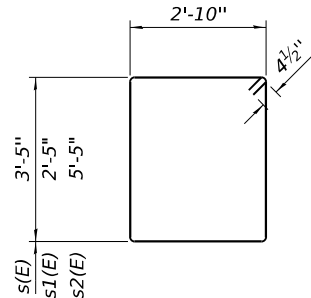
SECTION P-P



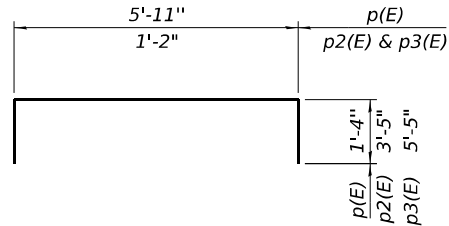
SECTION R-R



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



USER NAME = FurlonCM
PLOT SCALE =
PLOT DATE = 4/28/2026

DESIGNED - CMF
CHECKED - NL
DRAWN - CMF
CHECKED - JP

REVISED -
REVISED -
REVISED -
REVISED -

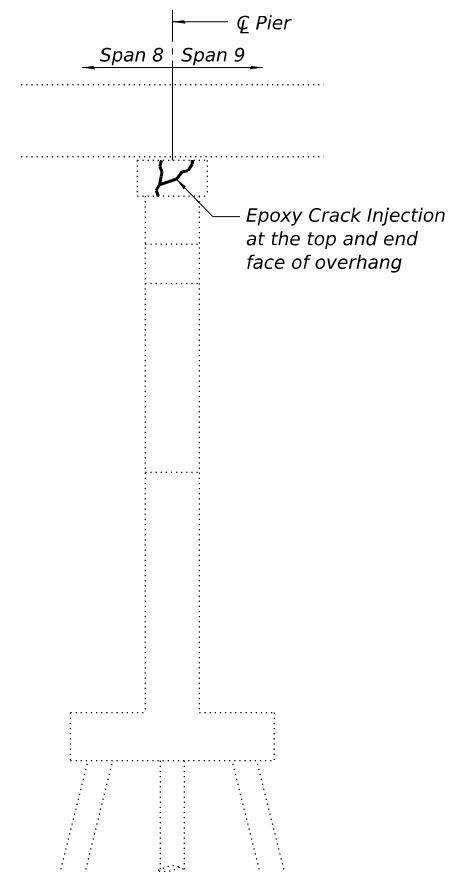
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE CROSS BEAM DETAILS
STRUCTURE NO. 016-0396

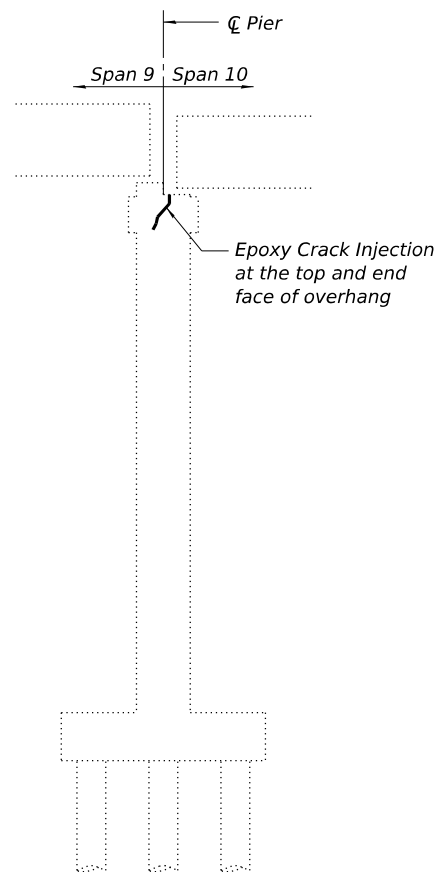
SHEET NO. S13 OF S16 SHEETS

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

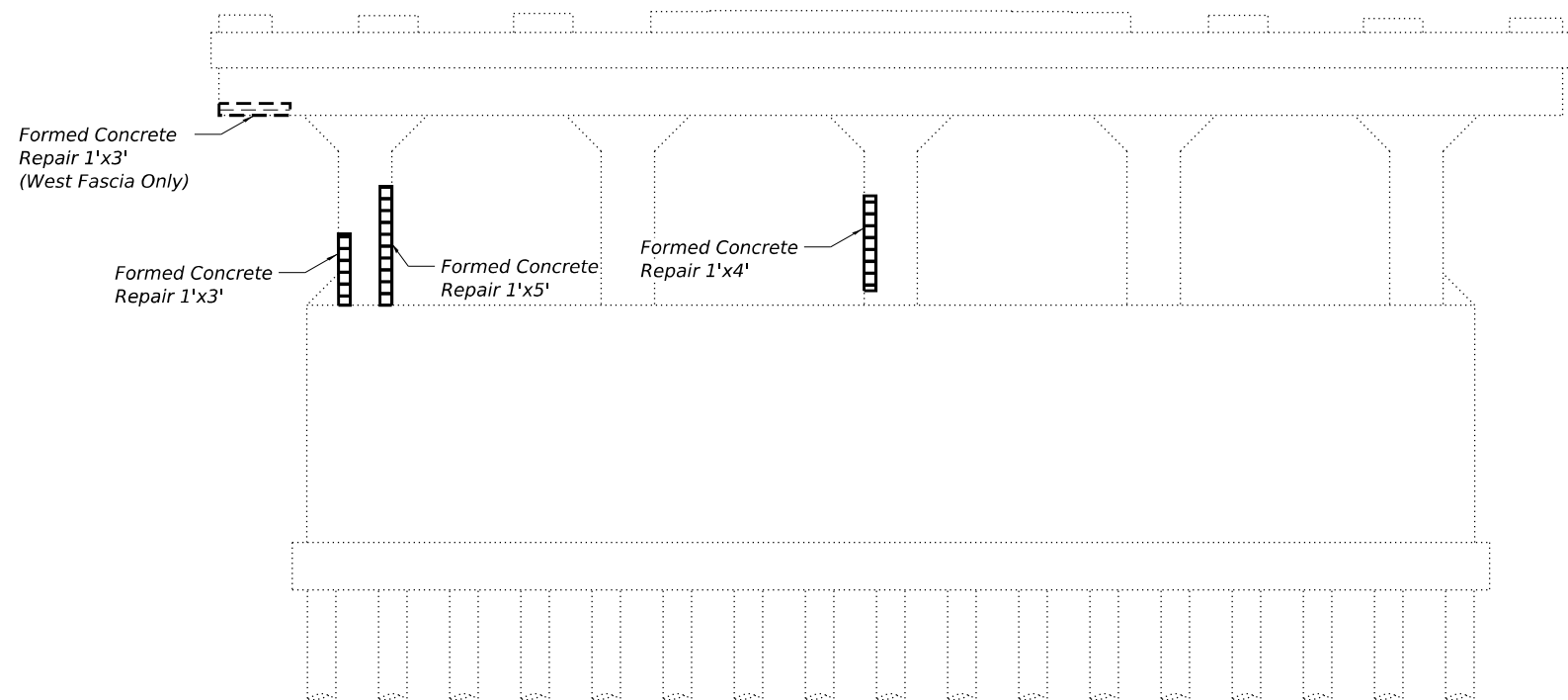
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PIER 8 SOUTH ELEVATION



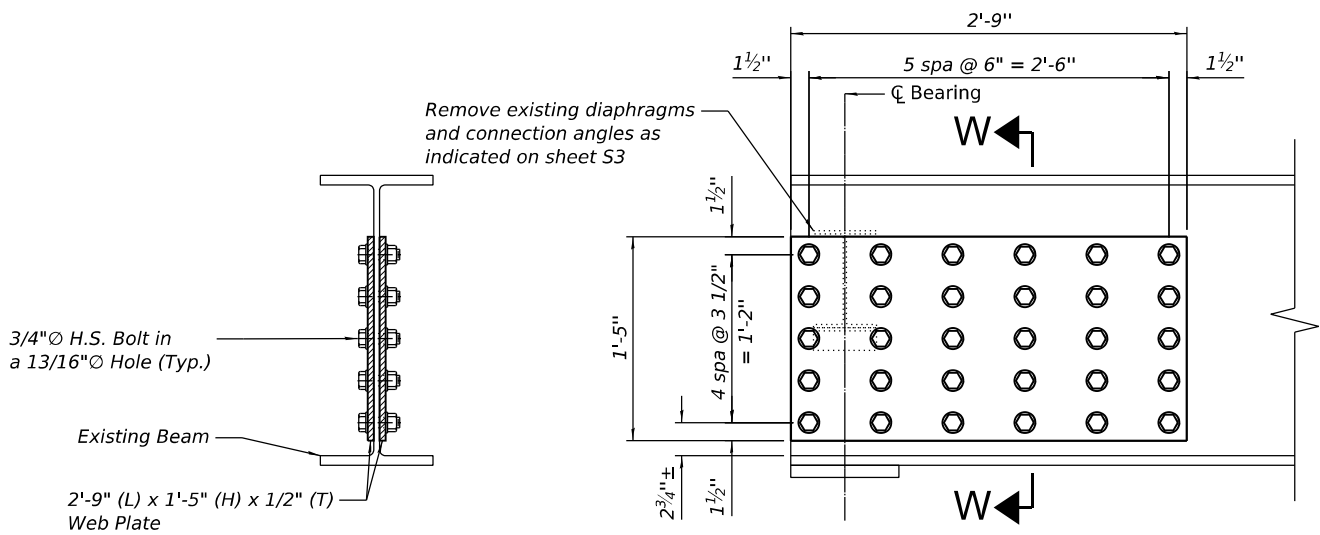
PIER 9 SOUTH ELEVATION



PIER 9 EAST ELEVATION

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

	USER NAME = CoffeyW	DESIGNED - CMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE REPAIR DETAILS STRUCTURE NO. 016-0396	SHEET NO. S14 OF S16 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		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				



SECTION W-W

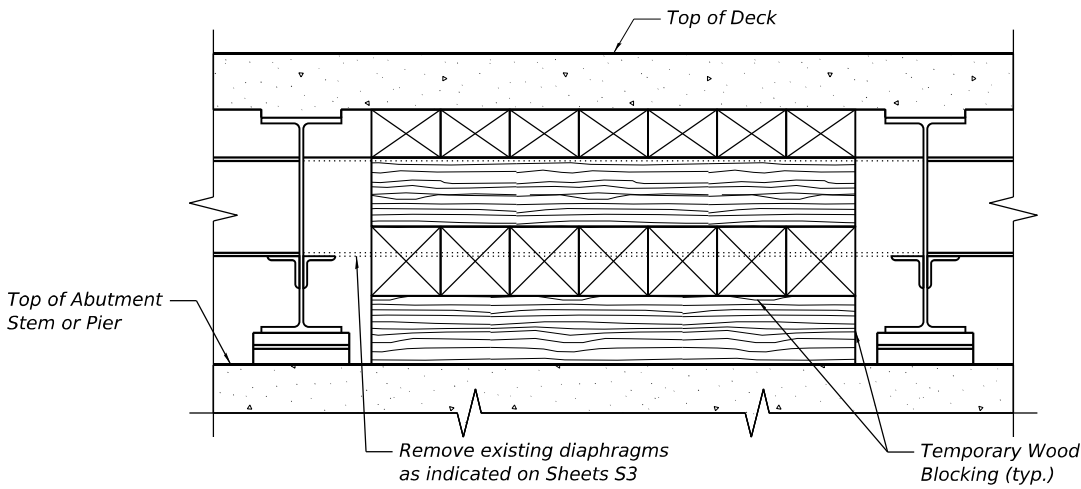
END OF BEAM ELEVATION

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: p:\sv-pw-bentley.com\st-v-pw-01\Documents\DOT\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	-
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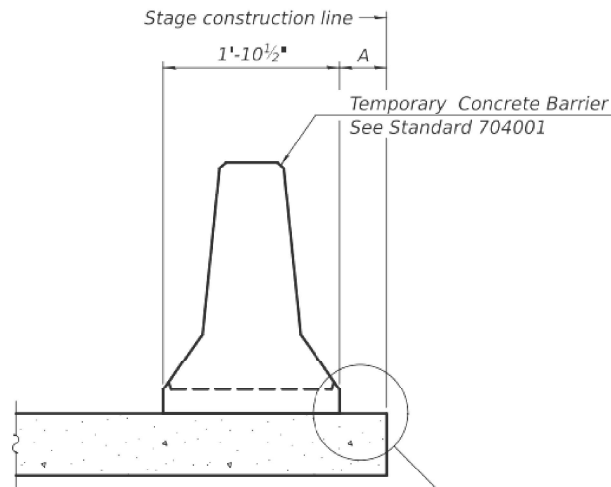
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS
STRUCTURE NO. 016-0396

SHEET NO. S15 OF S16 SHEETS

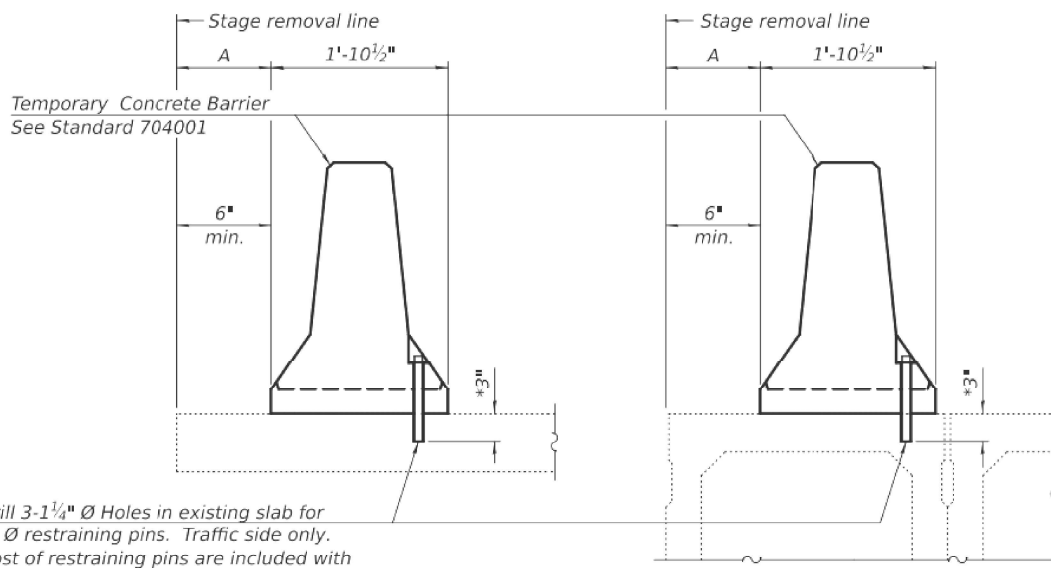
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391	(1616-VB-WPGM) BR25	COOK	40	36
CONTRACT NO. 80C90				
		ILLINOIS	FED. AID PROJECT	

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

NEW SLAB OR NEW DECK BEAM

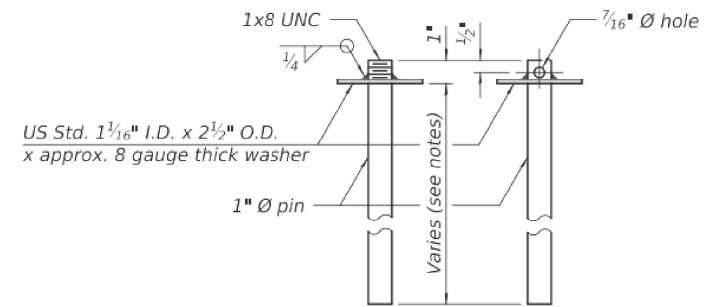


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

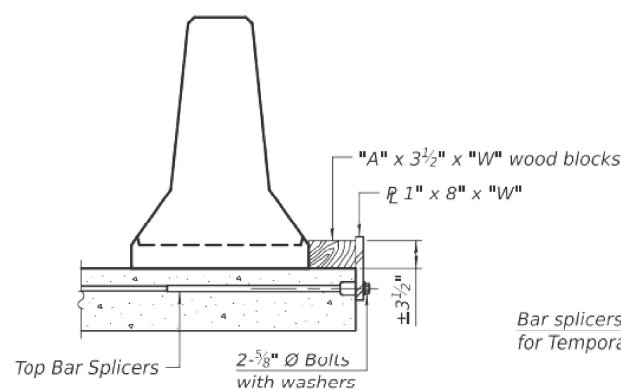
EXISTING SLAB

EXISTING DECK BEAM

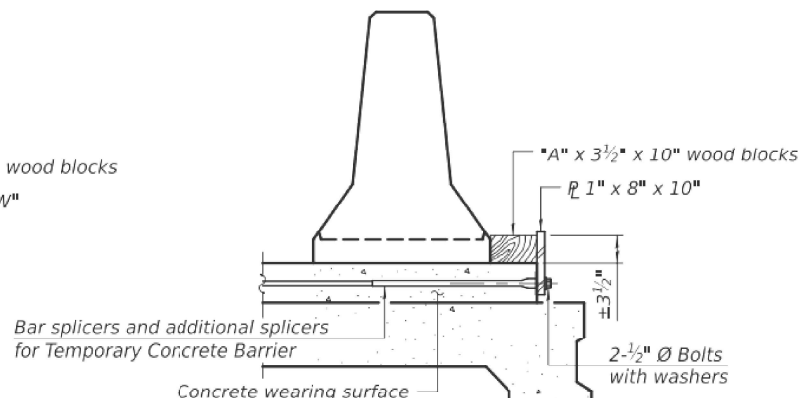
SECTIONS THRU SLAB OR DECK BEAM



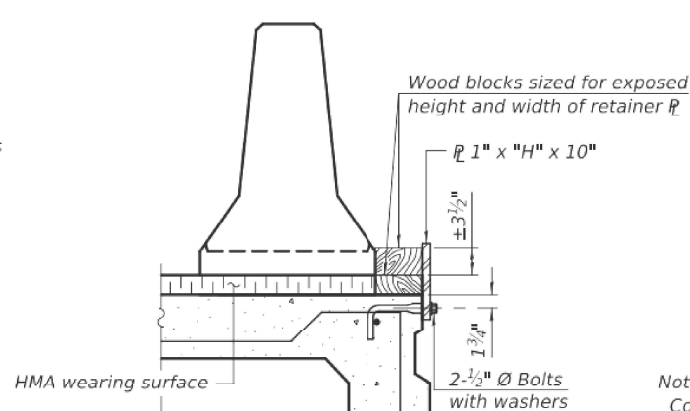
RESTRAINING PIN



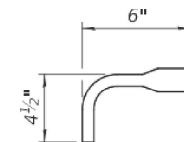
DETAIL I



DETAIL II



DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:
Cost of retainer assembly is included with Temporary Concrete Barrier.
A retainer assembly shall be located at the approximate $\frac{1}{2}$ 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.

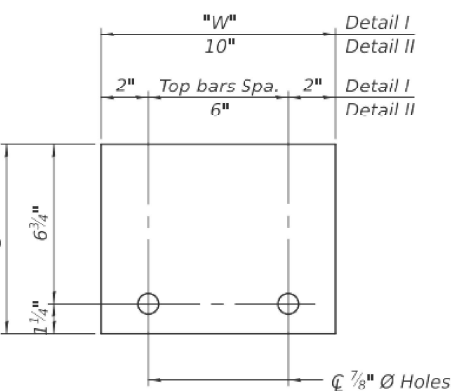
Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate 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

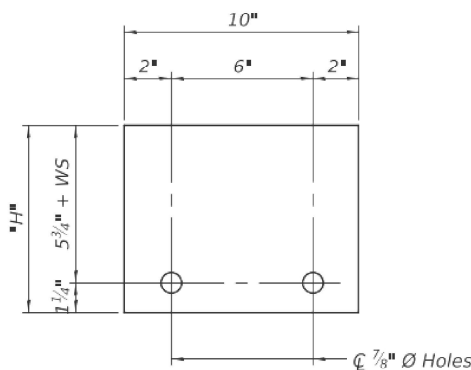
NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023



STEEL RETAINER $\frac{1}{2}$ " x 8" x "W"
(Detail I and II)



STEEL RETAINER $\frac{1}{2}$ " x "H" x 10"
(Detail III)

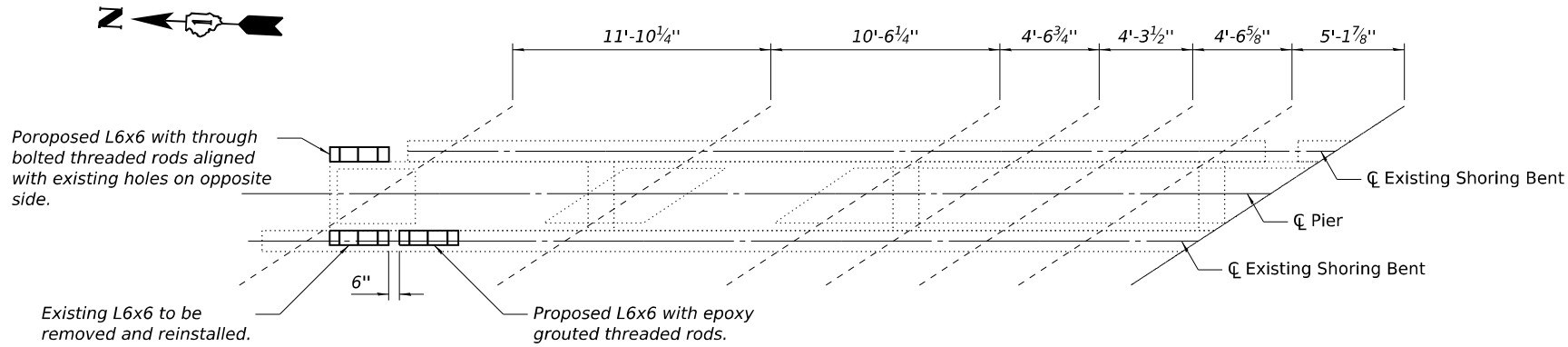
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE STANDARD R-27
STRUCTURE NO. 016-0396

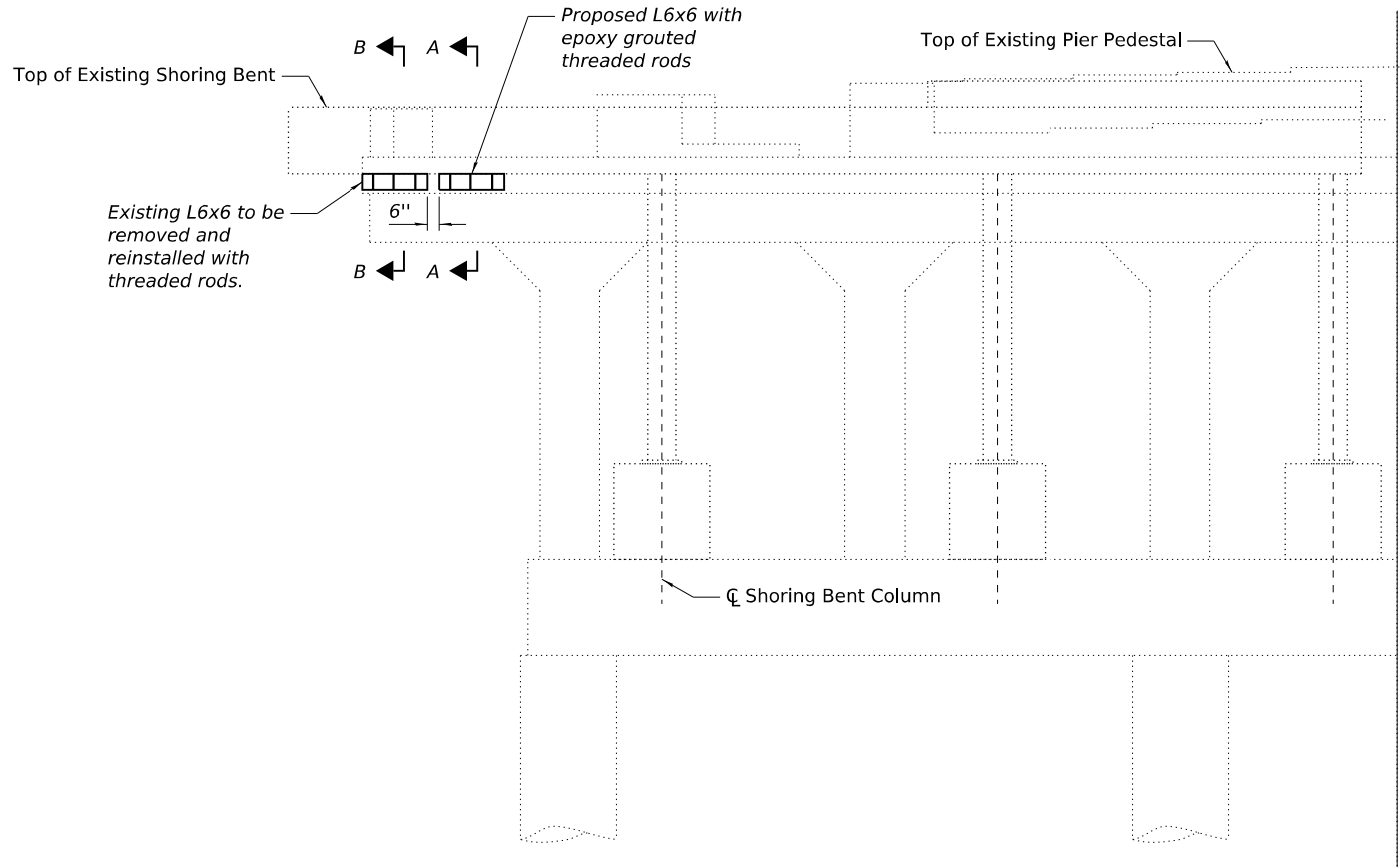
SHEET NO. S16 OF S16 SHEETS

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				

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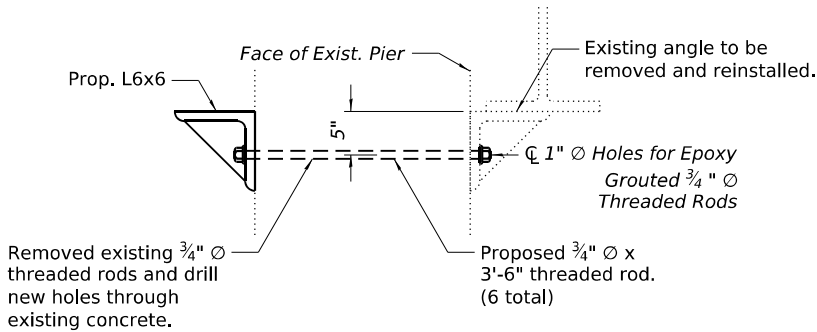
PLAN



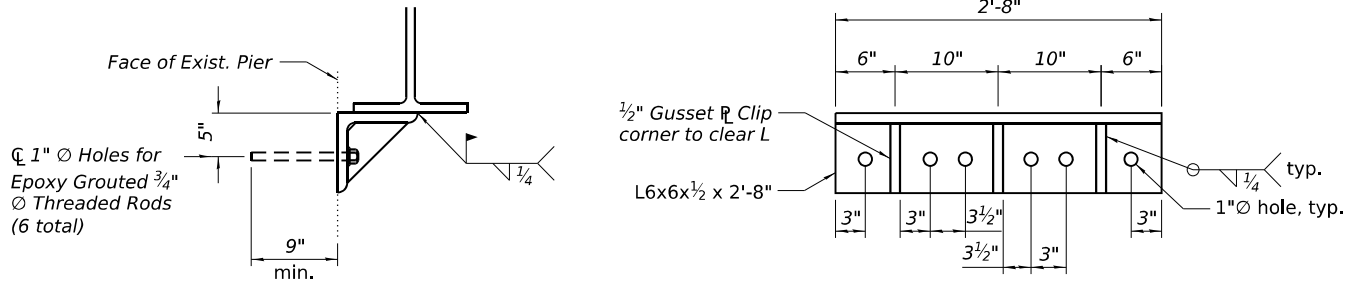
PIER 3 ELEVATION WEST FACE

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

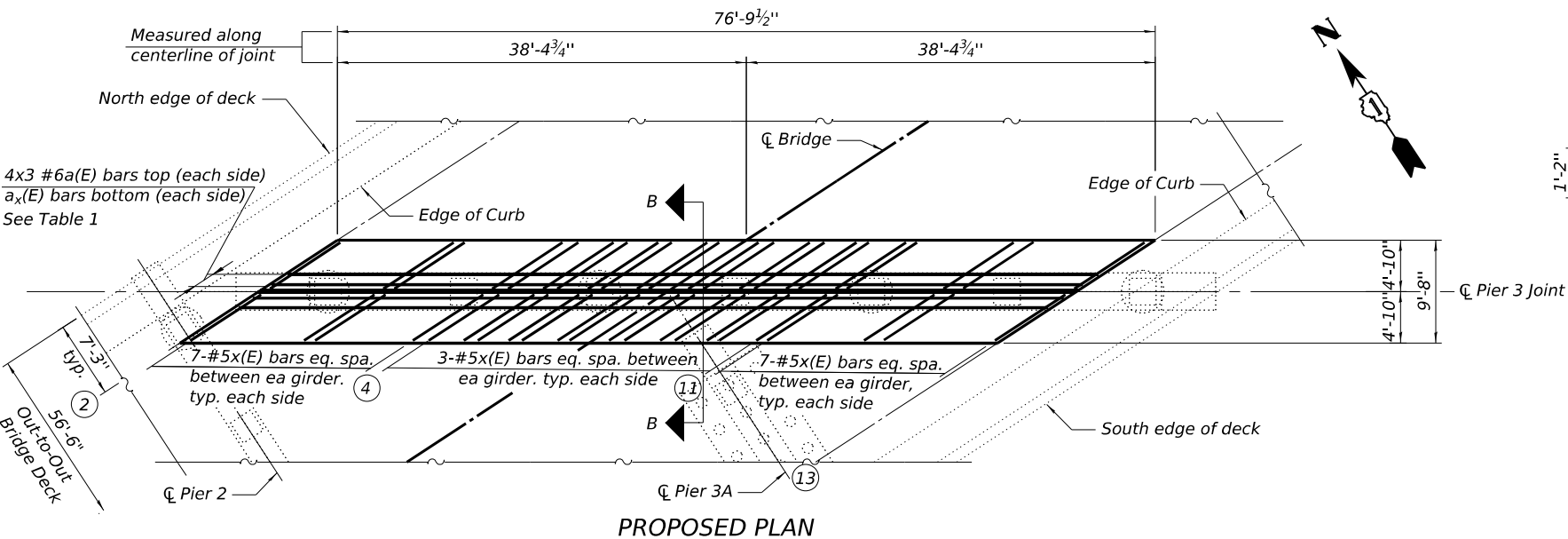
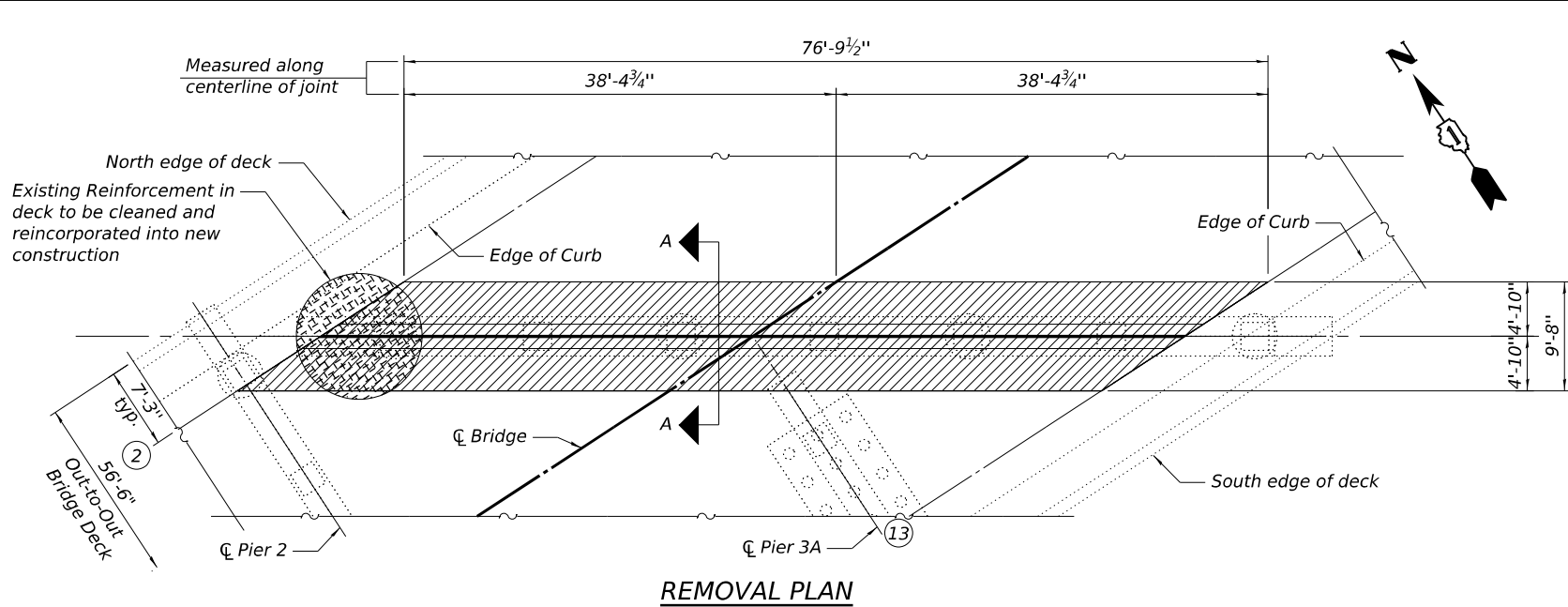
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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				

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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.

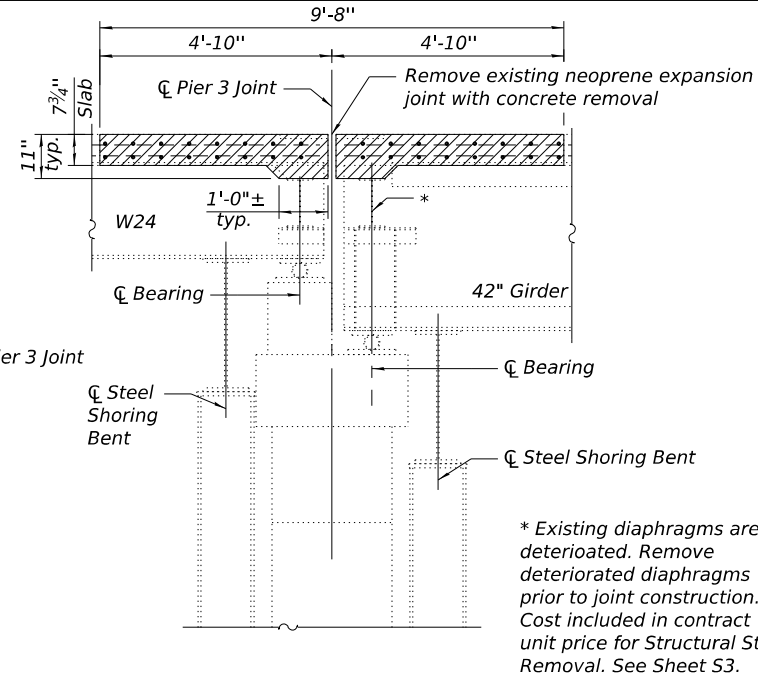
BAR LAP

#6 Bar 4'-10"

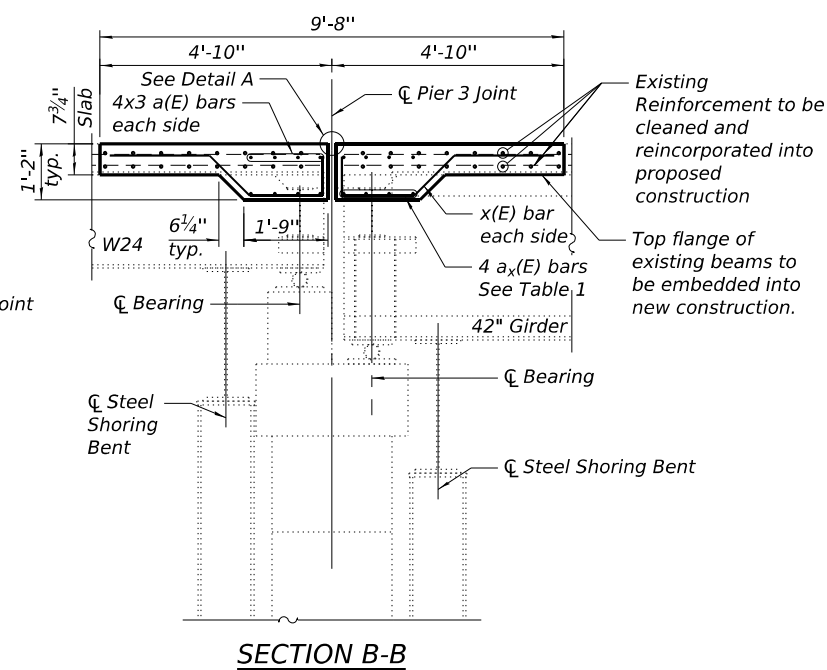
LEGEND

Girder Number Designation

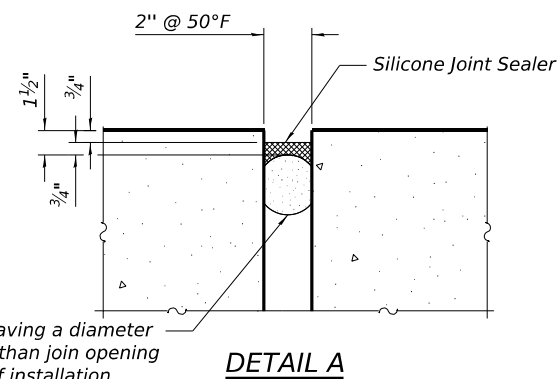
Concrete Removal



SECTION A-A



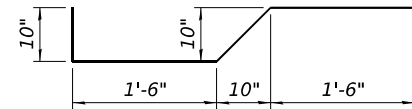
SECTION B-B



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 -	

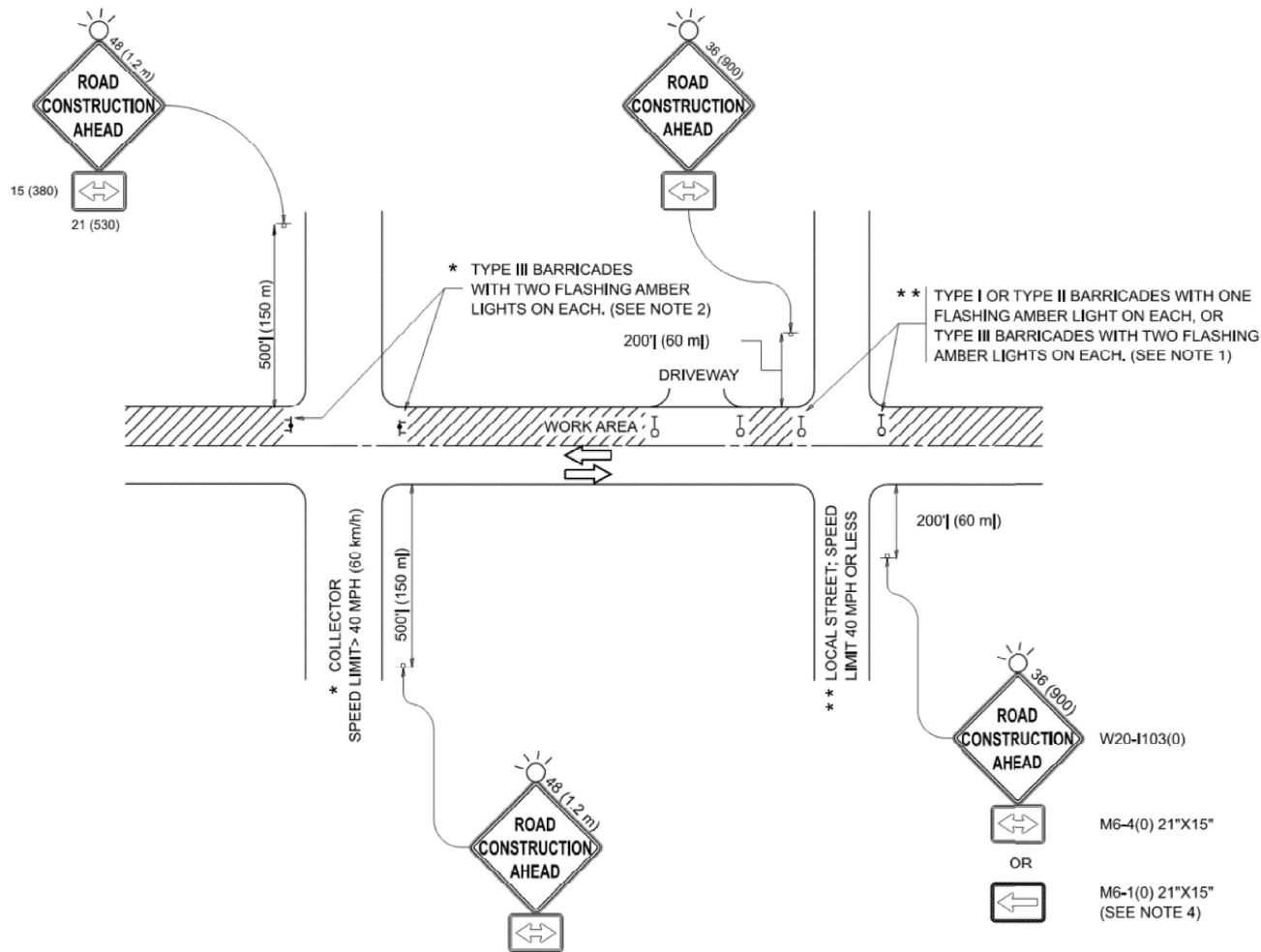
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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				

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

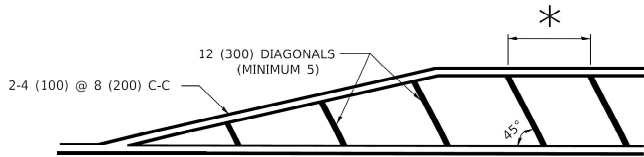
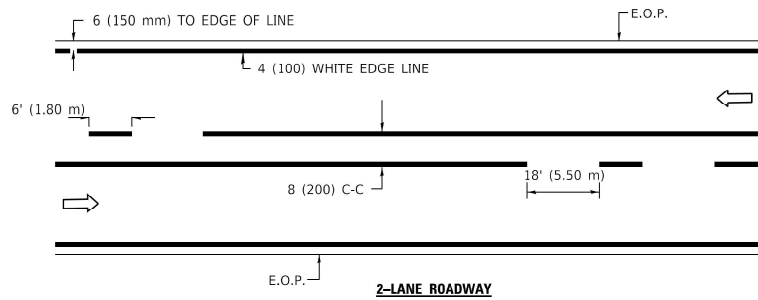
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET NO. 1 OF 1 SHEETS

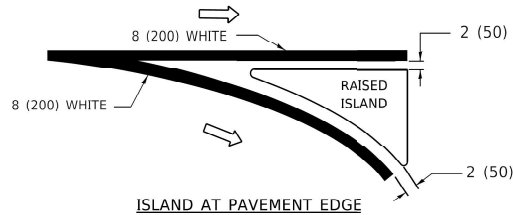
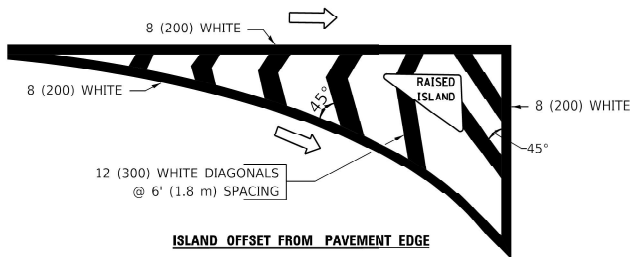
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CONTRACT NO. 80C90				
ILLINOIS FED. AID PROJECT				

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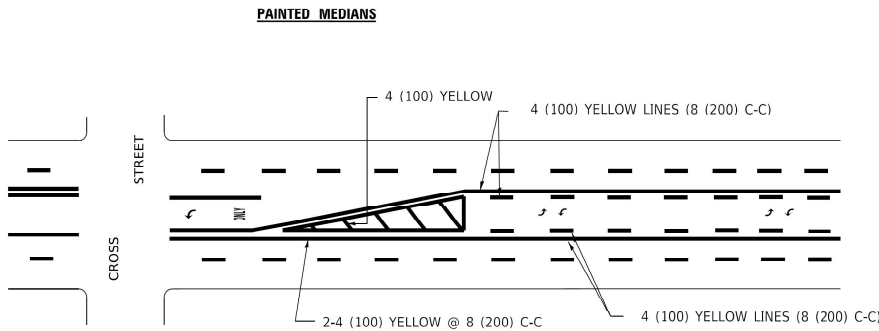
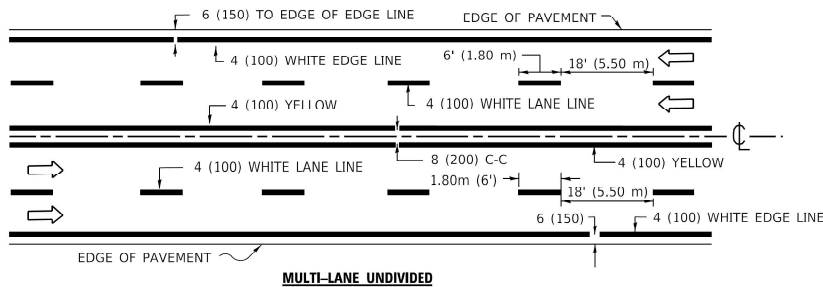


* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

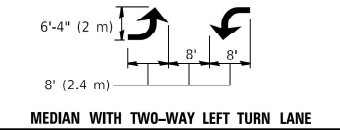
* DIAGONAL LINE SPACING: 20' (6.1 m) C-C



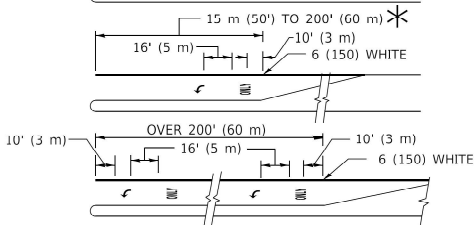
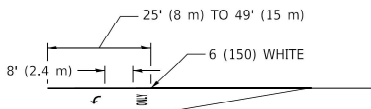
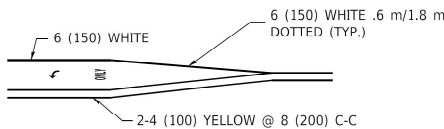
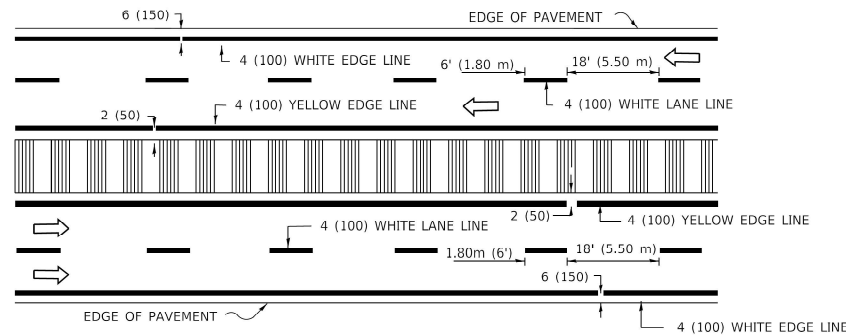
TYPICAL ISLAND MARKING



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.



TYPICAL PAINTED MEDIAN MARKING



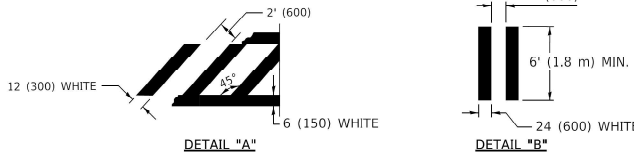
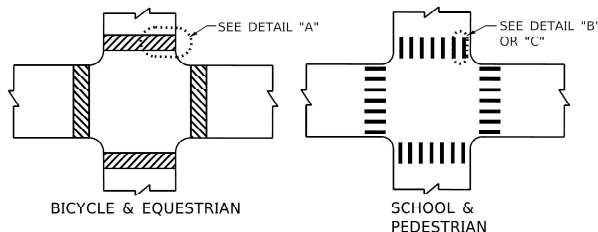
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	12 (300) @ 45° 24 (600) @ 90°	SOLID SOLID	WHITE WHITE	2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK; IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)

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

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



USER NAME =	LauriA	DESIGNED -	REVISED -
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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 FIED, AD PROJECT				