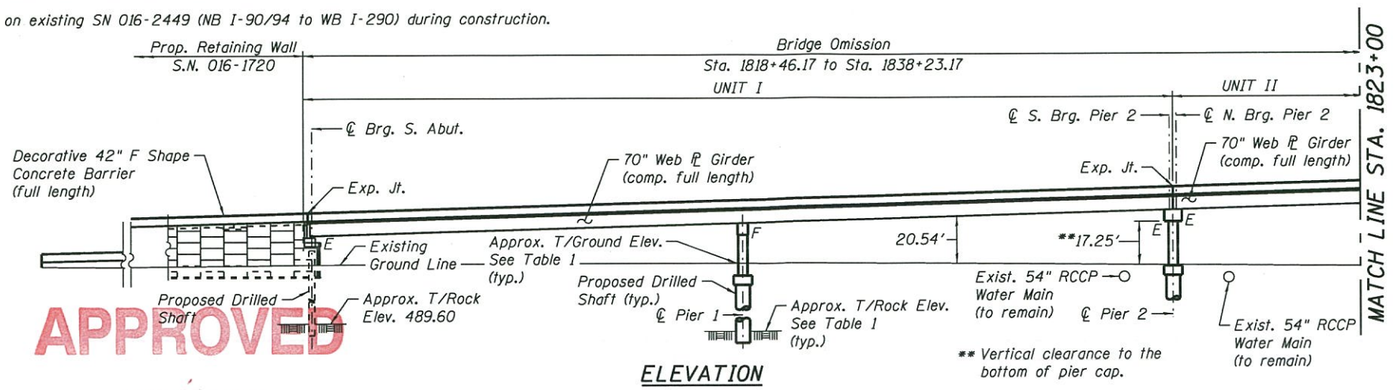
Bench Mark: Cut square at center of door entrance to 707 W. Harrison St; South side of Harrison St. ±90' west of west line of Des Plaines. Elevation 597.47.
A t cut in the SE anchor bolt at the 11th street light N. of Roosevelt on the W. side of Halsted. Elev. = 594.06

Existing Structure: S.N. 016-2449 was built in 1960 & carries NB I-90/94 traffic to WB I-290 over I-90/94 (Dan Ryan Expressway) & a ramp from I-90/94 SB to I-290 WB. The existing seven (7) span structure has an overall length of approx. 455'-7". The existing superstructure consists of simple span wide-flange beams with 7" thick concrete deck with 1 ½" overlay. The existing substructure consists of reinforced concrete abutment and multi-column piers. Existing substructure units are supported on caissons.

Traffic Control: Traffic to be maintained on existing SN 016-2449 (NB I-90/94 to WB I-290) during construction.

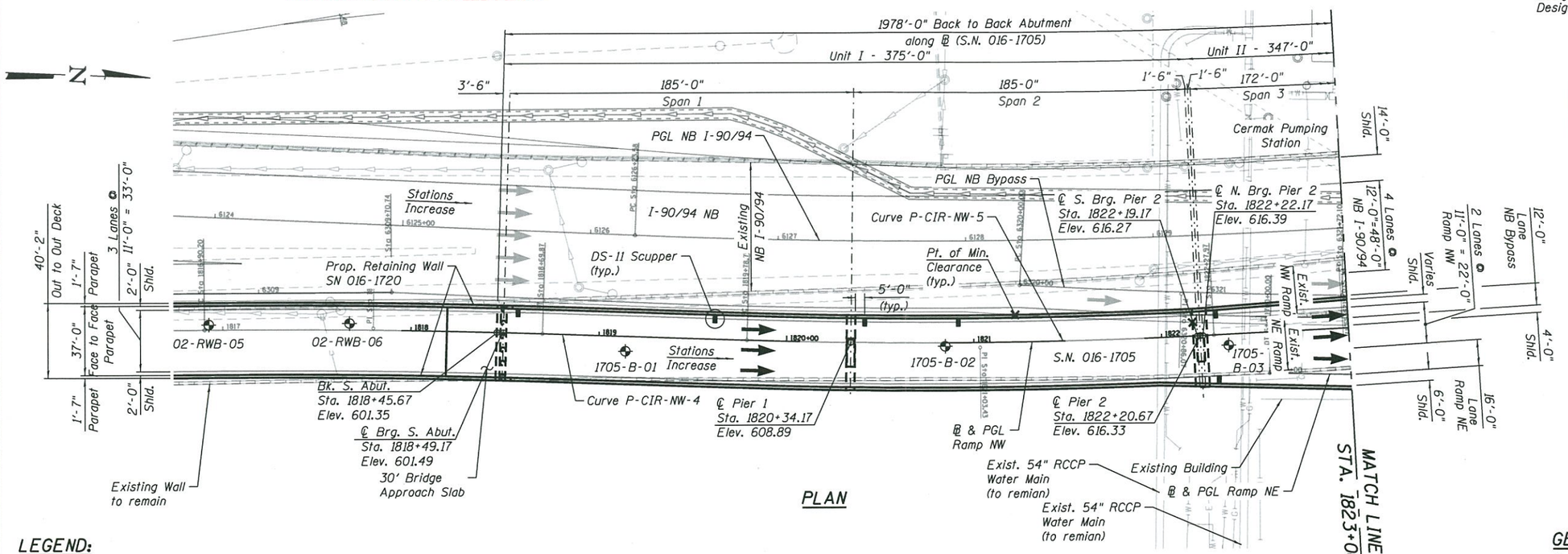
SCUPPER LOCATION

Station	Offset
1818+56.67	13.00' L
1819+61.67	13.00' L
1820+41.42	13.00' L
1820+91.42	13.00' L
1822+28.75	13.23' L
1822+28.75	26.18' R
1824+04.67	17.67' L
1824+04.67	38.94' R
1824+09.67	17.80' L
1825+78.67	22.00' L
1827+35.42	22.00' L
1828+68.42	22.00' L
1832+31.92	22.00' L
1834+83.92	22.00' L
1834+88.92	22.00' L
1838+13.67	17.71' R



ELEVATION

APPROVED
DEC 10 2013
AS A BASIS FOR
PREPARATION OF DETAILED PLANS



PLAN

LEGEND:

Combined Sewer		Gas Line	G
Electric	E	Fire Hydrant	
Fiber Optic	FO	Light Pole	
Storm Sewer		Point of Min. Clearance	×
Water Line	W	Soil Boring Location	

NOTES:

1. All structural steel shall be galvanized or metalized (thermal spraying).
2. Span lengths are measured along ℘ & P.G.L. Ramp NW.
3. All Substructure are oriented 90° to PGL unless noted otherwise.

HIGHWAY CLASSIFICATION

Ramp NW
Functional Class: Interstate
ADT: 32,500 (2012); 39,000 (2040)
ADTT: 2,600 (2012); 2,730 (2040)
DHV: 2,790 (2040)
Design Speed: 35 m.p.h.
Posted Speed: 35 m.p.h.
One-Way Traffic
Directional Distribution: NA

F.A.I. Rte. NB 90/94
Functional Class: Interstate
ADT: 96,700 (2012); 83,000 (2040)
ADTT: 11,600 (2012); 9,130 (2040)
DHV: 4,780 (2040)
Design Speed: 60 m.p.h.
Posted Speed: 45 m.p.h.
One-Way Traffic
Directional Distribution: NA

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications
6th Edition with 2013 Interim Revisions

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.085g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.144g
Soil Site Class = D

TABLE 1

Pier	Approx. T/Ground Elev.	Approx. T/Rock Elev.
1	583.12	497.10
2	582.27	497.00

LOCATION SKETCH

GENERAL PLAN & ELEVATION - 1
RAMP NW OVER F.A.I. RTE. 90/94 (DAN RYAN EXPRESSWAY)
F.A.I. RTE. 90/94 - SECTION 2013-010R
COOK COUNTY
STATION 6136+41.10
STRUCTURE NO. 016-1705

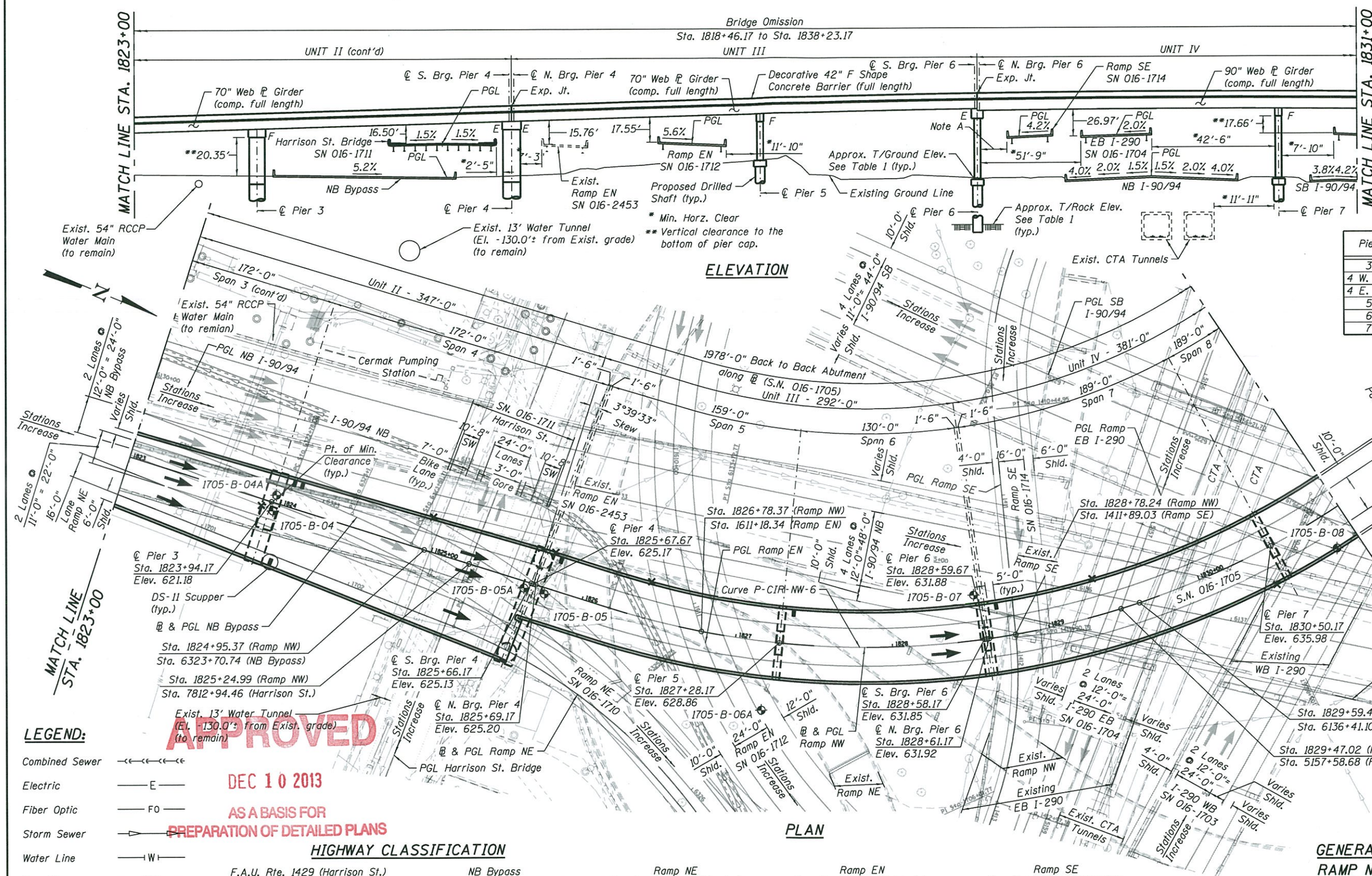
AECOM	USER NAME = krltzm	DESIGNED - DD	REVISED
		CHECKED - ATB	REVISED
	PLOT SCALE = N.T.S.	DRAWN - GF	REVISED
	PLOT DATE = 12/4/2013	CHECKED - 12/04/2013	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 016-1705
SHEET NO. 1 OF 8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-010R	COOK	8	1
		CONTRACT NO. 60W28		
		ILLINOIS FED. AID PROJECT		

016-1705-CIRCLE100-SHT-ACM-ST-TSL-001



APPROVED
DEC 10 2013
AS A BASIS FOR PREPARATION OF DETAILED PLANS

LEGEND:

- Combined Sewer
- Electric (E)
- Fiber Optic (FO)
- Storm Sewer
- Water Line (W)
- Gas Line (G)
- Fire Hydrant
- Light Pole
- Point of Min. Clearance
- Soil Boring Location

HIGHWAY CLASSIFICATION

F.A.U. Rte. 1429 (Harrison St.)
Functional Class: Collector (Urban)
ADT: 16,800 (2012); 17,000 (2040)
ADTT: 340 (2012); 510 (2040)
DHV: 1,700 (2040)
Design Speed: 25 m.p.h.
Posted Speed: 25 m.p.h.
Two-Way Traffic
Directional Distribution: 50:50

NB Bypass
Functional Class: Interstate
ADT: NA (2012); 16,000 (2040)
ADTT: NA (2012); 460 (2040)
DHV: 1,674 (2040)
Design Speed: 30 m.p.h.
Posted Speed: NA m.p.h.
One-Way Traffic
Directional Distribution: NA

Ramp NE
Functional Class: Interstate
ADT: 3,100 (2012); 4,000 (2040)
ADTT: 124 (2012); 160 (2040)
DHV: 280 (2040)
Design Speed: 30 m.p.h.
Posted Speed: 30 m.p.h.
One-Way Traffic
Directional Distribution: NA

Ramp EN
Functional Class: Interstate
ADT: 26,600 (2012); 31,000 (2040)
ADTT: 1,205 (2012); 1,030 (2040)
DHV: 1,910 (2040)
Design Speed: 30 m.p.h.
Posted Speed: 30 m.p.h.
One-Way Traffic
Directional Distribution: NA

Ramp SE
Functional Class: Interstate
ADT: 4,600 (2012); 5,000 (2040)
ADTT: 125 (2012); 135 (2040)
DHV: 440 (2040)
Design Speed: 25 m.p.h.
Posted Speed: 25 m.p.h.
One-Way Traffic
Directional Distribution: NA

GENERAL PLAN & ELEVATION - 2
RAMP NW OVER F.A.I. RTE. 90/94
(DAN RYAN EXPRESSWAY)
F.A.I. RTE. 90/94 - SECTION 2013-010R
COOK COUNTY
STATION 6136+41.10
STRUCTURE NO. 016-1705

AECOM

USER NAME = kritzm	DESIGNED - DD	REVISED
	CHECKED - ATB	REVISED
PLOT SCALE = N.T.S.	DRAWN - GF	REVISED
PLOT DATE = 12/4/2013	CHECKED - 12/04/2013	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 016-1705
SHEET NO. 2 OF 8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-010R	COOK	8	2
		CONTRACT NO. 60W28		
		ILLINOIS FED. AID PROJECT		

016-1705-CIRCLE100-SHT-ACM-ST-TSL-002

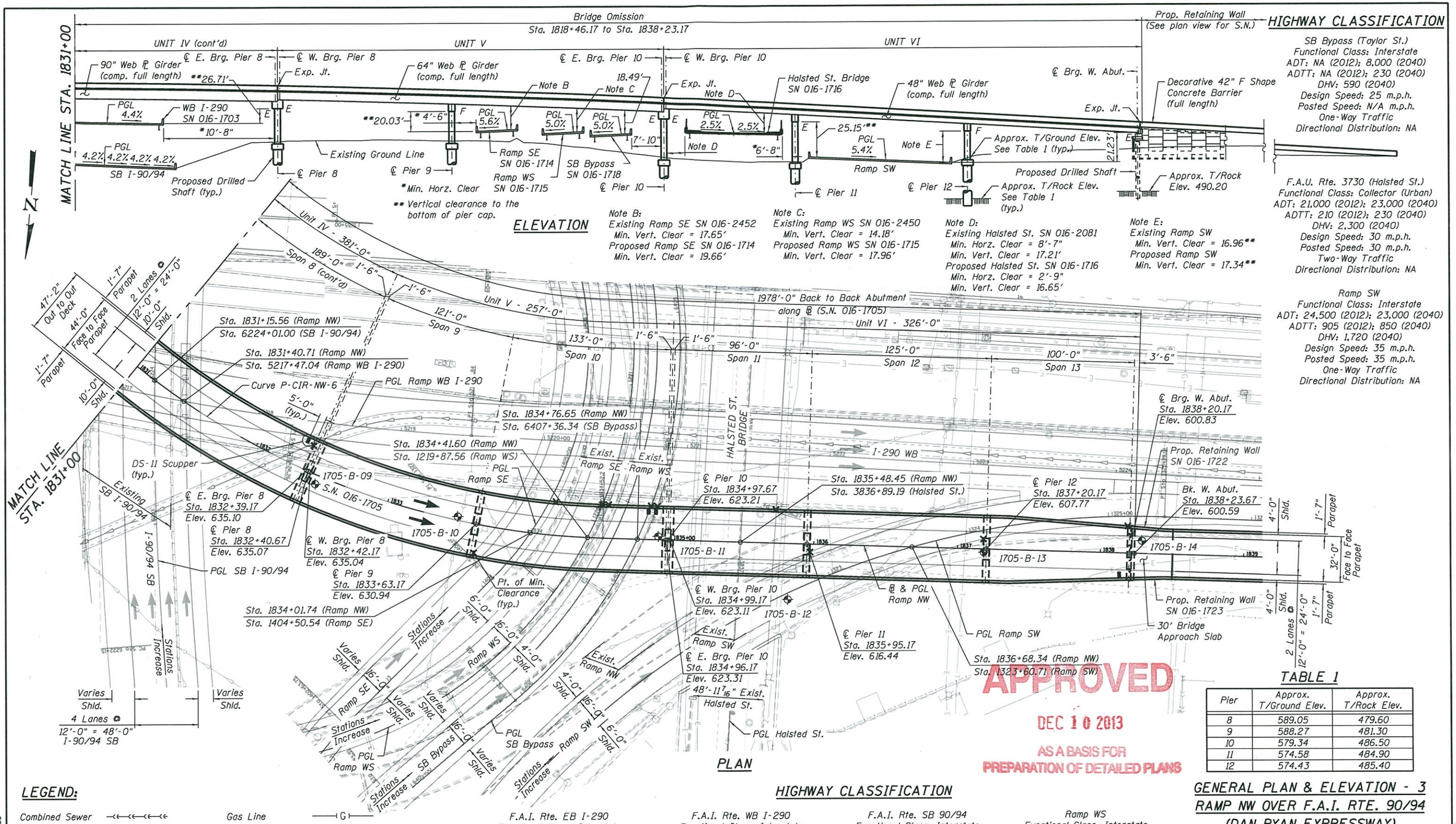


TABLE 1

Pier	Approx. T/Ground Elev.	Approx. T/Rock Elev.
8	589.05	479.60
9	588.27	481.30
10	579.34	486.50
11	574.58	484.90
12	574.43	485.40

LEGEND:

Combined Sewer		Gas Line	G
Electric	E	Fire Hydrant	
Fiber Optic	FO	Light Pole	
Storm Sewer		Point of Min. Clearance	×
Water Line	W	Soil Boring Location	

HIGHWAY CLASSIFICATION

F.A.I. Rte. EB I-290
Functional Class: Interstate
ADT: 32,500 (2012); 33,000 (2040)
ADTT: 380 (2012); 390 (2040)
DHV: 2,610 (2040)
Design Speed: 50 m.p.h.
Posted Speed: 45 m.p.h.
One-Way Traffic
Directional Distribution: NA

F.A.I. Rte. WB I-290
Functional Class: Interstate
ADT: 29,700 (2012); 31,000 (2040)
ADTT: 460 (2012); 480 (2040)
DHV: 2,130 (2040)
Design Speed: 50 m.p.h.
Posted Speed: 45 m.p.h.
One-Way Traffic
Directional Distribution: NA

F.A.I. Rte. SB 90/94
Functional Class: Interstate
ADT: 100,100 (2012); 95,000 (2040)
ADTT: 11,010 (2012); 9,500 (2040)
DHV: 7,240 (2040)
Design Speed: 60 m.p.h.
Posted Speed: 45 m.p.h.
One-Way Traffic
Directional Distribution: NA

Ramp WS
Functional Class: Interstate
ADT: 7,200 (2012); 8,000 (2040)
ADTT: 144 (2012); 160 (2040)
DHV: 710 (2040)
Design Speed: 25 m.p.h.
Posted Speed: 25 m.p.h.
One-Way Traffic
Directional Distribution: NA

GENERAL PLAN & ELEVATION - 3
RAMP NW OVER F.A.I. RTE. 90/94
(DAN RYAN EXPRESSWAY)
F.A.I. RTE. 90/94 - SECTION 2013-010R
COOK COUNTY
STATION 6136+41.10
STRUCTURE NO. 016-1705

AECOM

USER NAME = krltzm	DESIGNED - DD		REVISED
	CHECKED - ATB		REVISED
PLOT SCALE = N.T.S.	DRAWN - GF		REVISED
PLOT DATE = 12/4/2013	CHECKED - 12/04/2013		REVISED

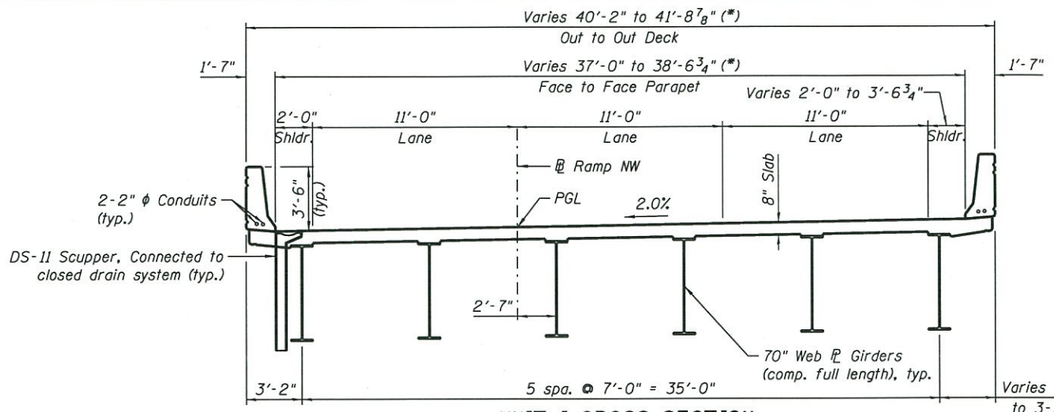
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 016-1705

SHEET NO. 3 OF 8 SHEETS

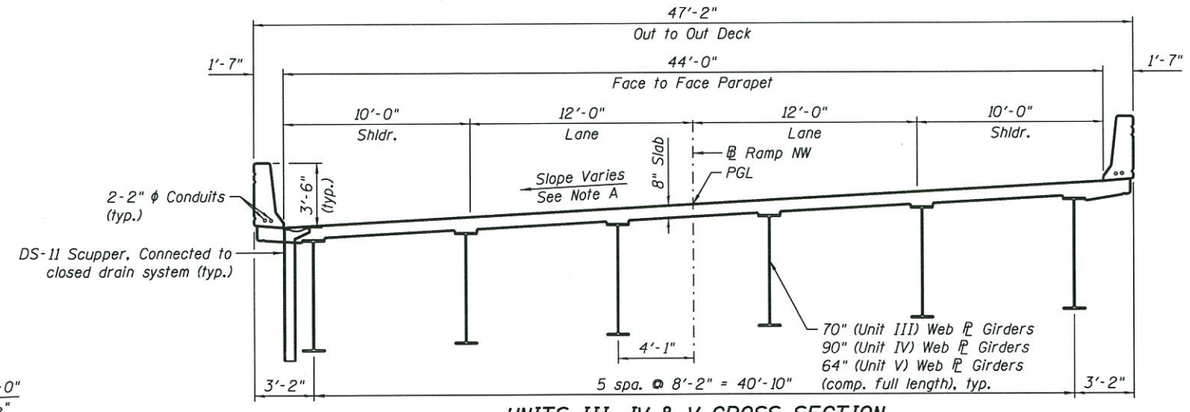
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-010R	COOK	8	3
		CONTRACT NO. 60W28		
		ILLINOIS FED. AID PROJECT		

016-1705-CIRCLE100-SHT-ACM-ST-TSL-003



UNIT I CROSS SECTION

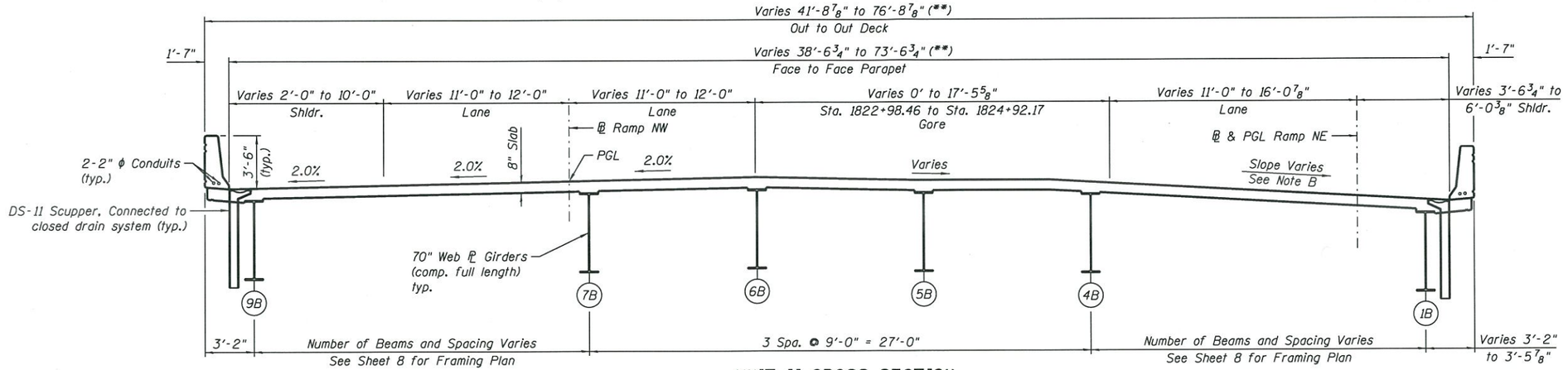
(Looking Upstation)
(Dimensions are measured perpendicular to ℄)



UNITS III, IV & V CROSS SECTION

(Looking Upstation)
(Dimensions are measured radially along ℄)

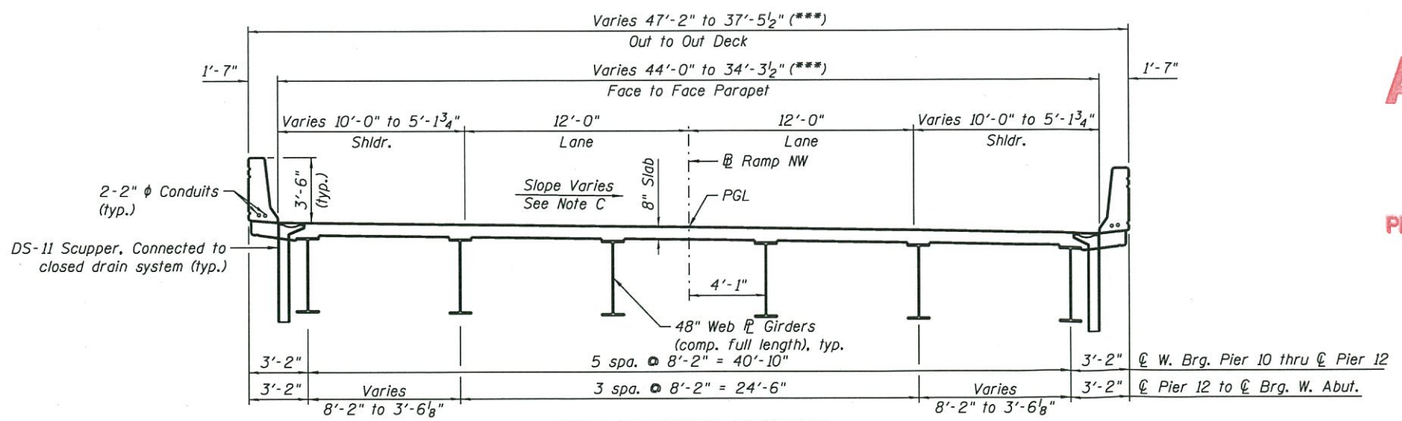
* Deck width is measured at Bridge Omission (Beginning of Unit) to ℄ Pier 2



UNIT II CROSS SECTION

(Looking Upstation)
(Dimensions are measured perpendicular to ℄ Ramp NW U.N.O.)

** Deck width is measured at ℄ Pier 2 and at ℄ Pier 4



UNIT VI CROSS SECTION

(Looking Upstation)
(Dimensions are measured perpendicular to ℄ U.N.O.)

*** Deck width is measured at ℄ Pier 10 and at Bridge Omission (end of Unit)

APPROVED
DEC 10 2013
AS A BASIS FOR
PREPARATION OF DETAILED PLANS

NOTES:

Note A: (Direction of slope referenced from left edge of pavement)
Cross Slope (2.00%) Sta. 1825+67.75 to Sta. 1825+87.03
Transition (2.00% to 5.40%) Sta. 1825+87.03 to Sta. 1826+53.03
Full S.E. (5.40%) Sta. 1826+53.03 to Sta. 1834+00.09
Transition (5.40% to -2.00%) Sta. 1834+00.09 to Sta. 1835+43.09

Note B: (Direction of slope referenced from right edge of pavement)
Cross Slope (-2.00%) Sta. 1822+20.75 to Sta. 1822+56.75
Transition (-2.00% to 2.00%) Sta. 1822+56.75 to Sta. 1823+41.99
Cross Slope (2.00%) Sta. 1823+41.99 to Sta. 1823+89.38
Transition (2.00% to 5.60%) Sta. 1823+89.38 to Sta. 1825+72.61

Note C: (Direction of slope referenced from left edge of pavement)
Transition (5.40% to -2.00%) Sta. 1834+00.09 to Sta. 1835+43.09
Cross Slope (-2.00%) Sta. 1835+43.09 to Sta. 1838+50.25

CROSS SECTIONS
RAMP NW OVER F.A.I. RTE. 90/94
(DAN RYAN EXPRESSWAY)
F.A.I. RTE. 90/94 - SECTION 2013-010R
COOK COUNTY
STATION 6136+41.10
STRUCTURE NO. 016-1705

AECOM

USER NAME = kritzm	DESIGNED - DD	REVISED	
	CHECKED - ATB	REVISED	
PLOT SCALE = N.T.S.	DRAWN - GF	REVISED	
PLOT DATE = 12/4/2013	CHECKED - 12/04/2013	REVISED	

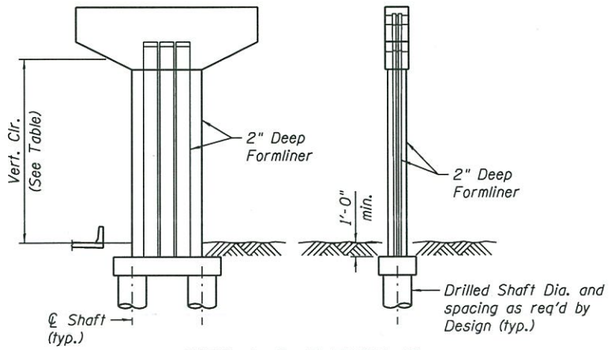
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 016-1705

SHEET NO. 4 OF 8 SHEETS

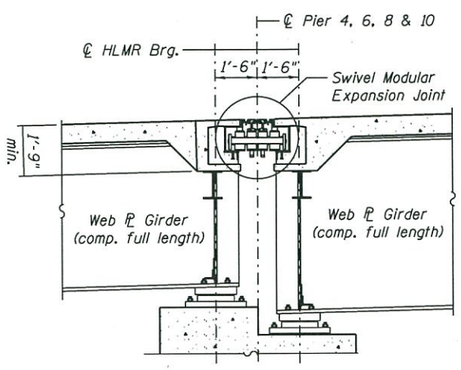
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-010R	COOK	8	4
		CONTRACT NO. 60W28		
	ILLINOIS FED. AID PROJECT			

016-1705-CIRCLE100-SHT-ACM-ST-TSL-004



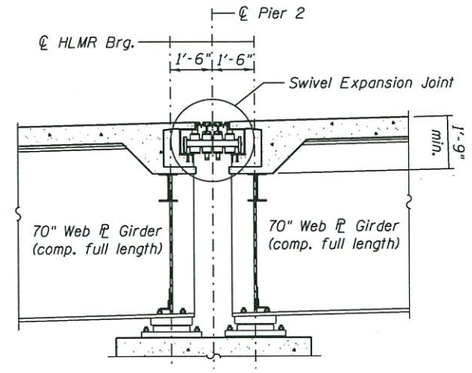
PIER 1, 2, 5 THRU 10 & 12 SKETCH

Pier	Vert. Clr.
2	17.25'
3	20.35'
7	17.66'
8	26.71'
9	20.03'
11	25.15'
12	17.34'



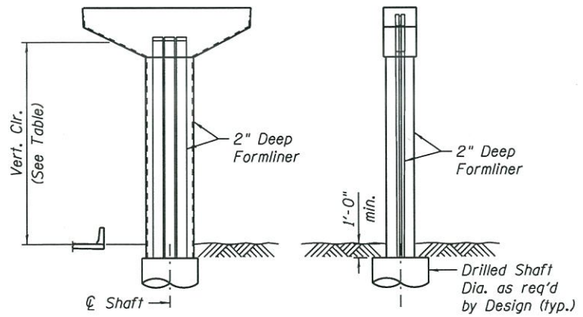
SECTION THRU EXP. PIER

(Horiz. Dims. ⊙ Rt. L's to ℄ Pier)

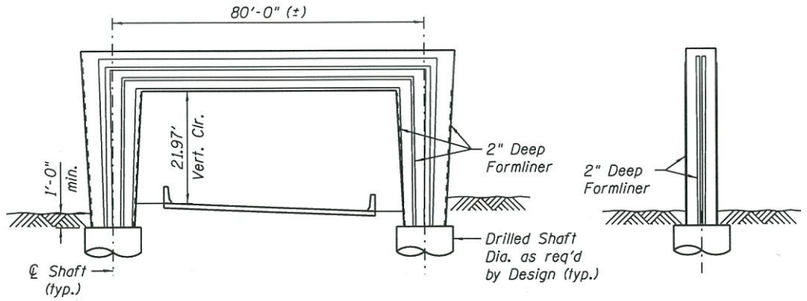


SECTION THRU EXP. PIER

(Horiz. Dims. ⊙ Rt. L's to ℄ Pier)

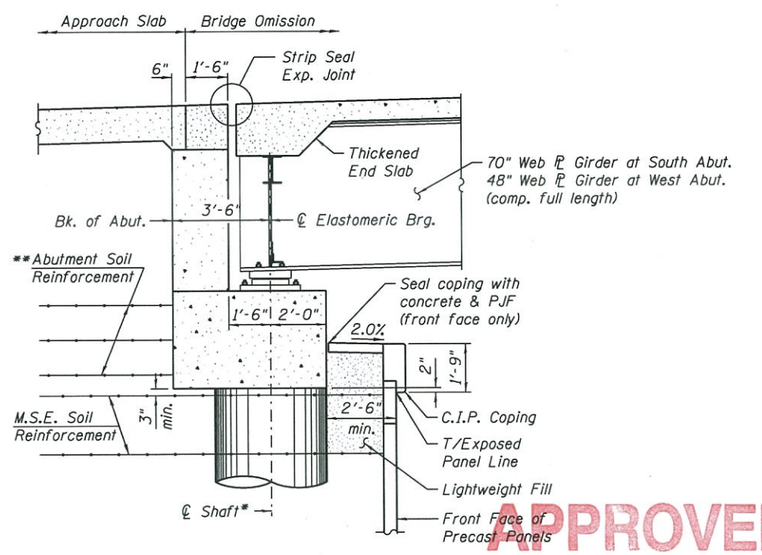


PIER 3 & 11 SKETCH



PIER 4 SKETCH

(Looking Upstation)



SECTION THRU ABUTMENT

(Horiz. Dims. ⊙ Rt. L's to ℄ Brg.)

*Size, spacing & no. to be determined in design

**Abutment Soil Reinforcement to resist lateral loads in lieu of drilled shafts

APPROVED

DEC 10 2013

AS A BASIS FOR
PREPARATION OF DETAILED PLANS

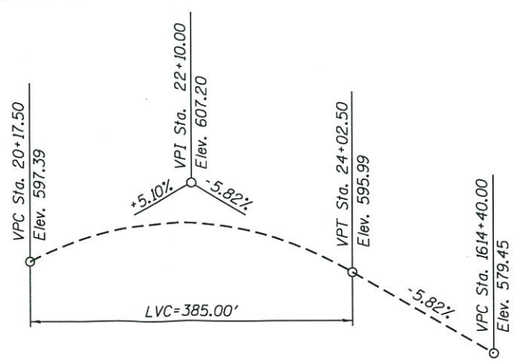
CURVE DATA

(Ramp NW)

PROP. CURVE P-CIR-NW-4
PI STA. = 1817+80.05
Δ = 2° 30' 39" (RT)
D = 1° 23' 51"
R = 4,100.00'
T = 89.85'
L = 179.68'
E = 0.98'
e = RC
T.R. = NA
S.E. RUN = NA
P.C. STA. = 1816+90.20
P.T. STA. = 1818+69.87
DS = 35

PROP. CURVE P-CIR-NW-5
PI STA. = 1821+03.43
Δ = 4° 50' 26" (LT)
D = 1° 56' 32"
R = 2,950.00'
T = 124.68'
L = 249.22'
E = 2.63'
e = NC
T.R. = NA
S.E. RUN = NA
P.C. STA. = 1819+78.75
P.T. STA. = 1822+27.97
DS = 35

PROP. CURVE P-CIR-NW-6
PI STA. = 1831+44.30
Δ = 88° 30' 25" (LT)
D = 10° 36' 37"
R = 540.00'
T = 526.11'
L = 834.16'
E = 213.92'
e = 5.40%
T.R. = 39'
S.E. RUN = 105'
P.C. STA. = 1826+18.19
P.T. STA. = 1834+52.35
DS = 35



PROFILE GRADE

(along Existing ℄ Ramp EN)

STRUCTURE DETAILS
RAMP NW OVER F.A.I. RTE. 90/94 (DAN RYAN EXPRESSWAY)
F.A.I. RTE. 90/94 - SECTION 2013-010R
COOK COUNTY
STATION 6136+41.10
STRUCTURE NO. 016-1705

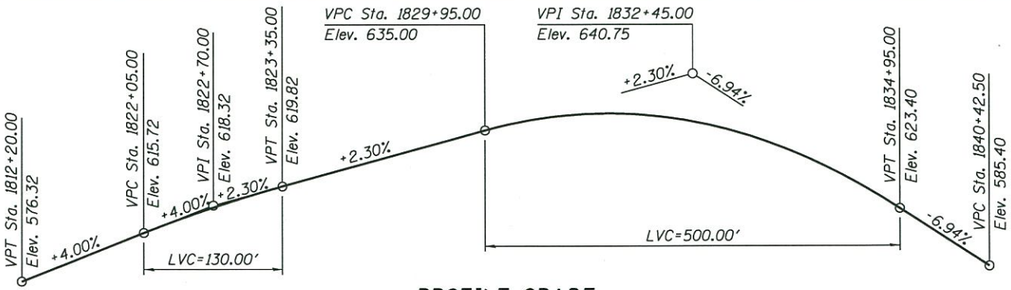
016-1705-CIRCLE100-SHT-ACM-ST-TSL-005

AECOM	USER NAME = kritzm	DESIGNED - DD	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - ATB	REVISED	
	PLOT SCALE = N.T.S.	DRAWN - GF	REVISED	
	PLOT DATE = 12/4/2013	CHECKED - 12/04/2013	REVISED	

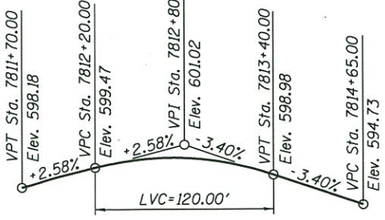
STRUCTURE NO. 016-1705

SHEET NO. 5 OF 8 SHEETS

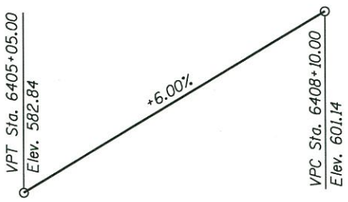
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-010R	COOK	8	5
		CONTRACT NO. 60W28		
	ILLINOIS FED. AID PROJECT			



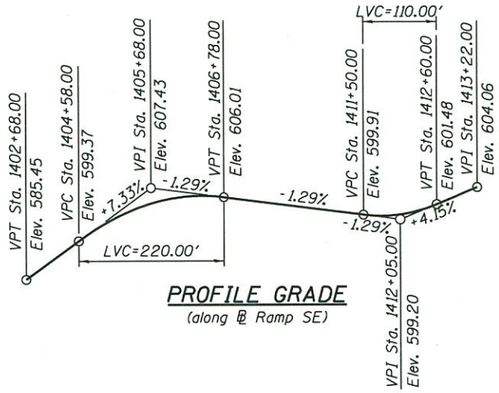
PROFILE GRADE
(along ℄ Ramp NW)



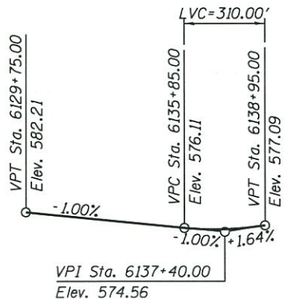
PROFILE GRADE
(along ℄ Harrison)



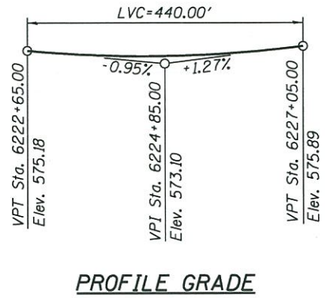
PROFILE GRADE
(along ℄ SB Bypass)



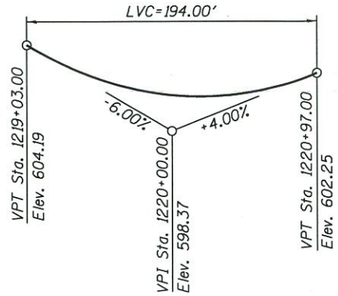
PROFILE GRADE
(along ℄ Ramp SE)



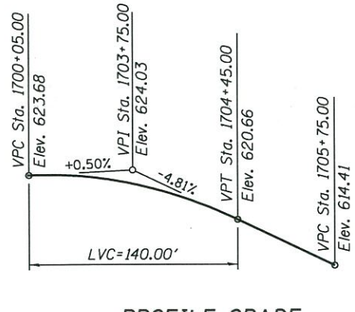
PROFILE GRADE
(along ℄ NB I-90/94)



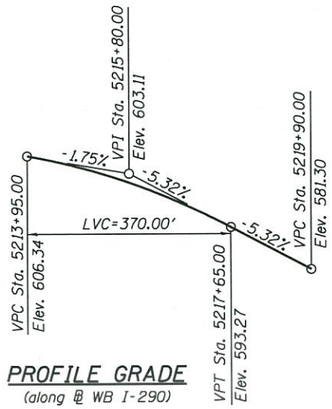
PROFILE GRADE
(along ℄ SB I-90/94)



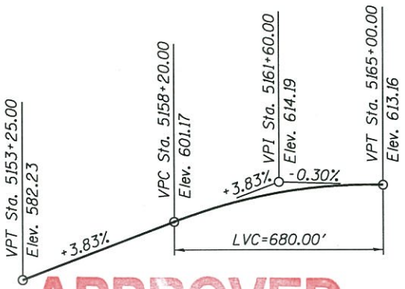
PROFILE GRADE
(along ℄ Ramp WS)



PROFILE GRADE
(along ℄ Ramp NE)



PROFILE GRADE
(along ℄ WB I-290)



PROFILE GRADE
(along ℄ EB I-290)

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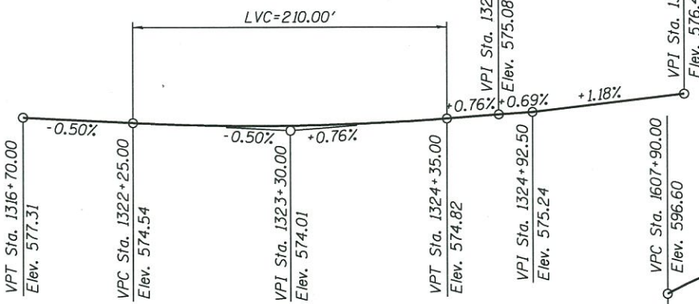
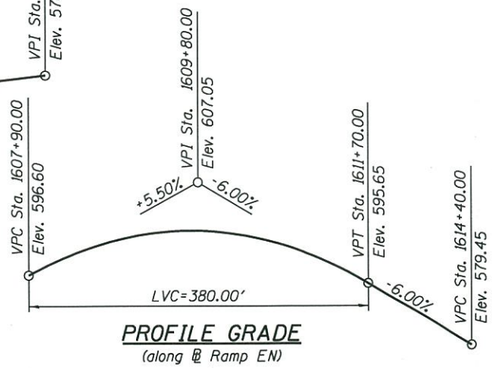
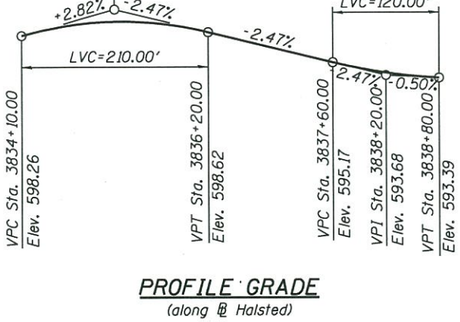
AS A BASIS FOR
PREPARATION OF DETAILED PLANS



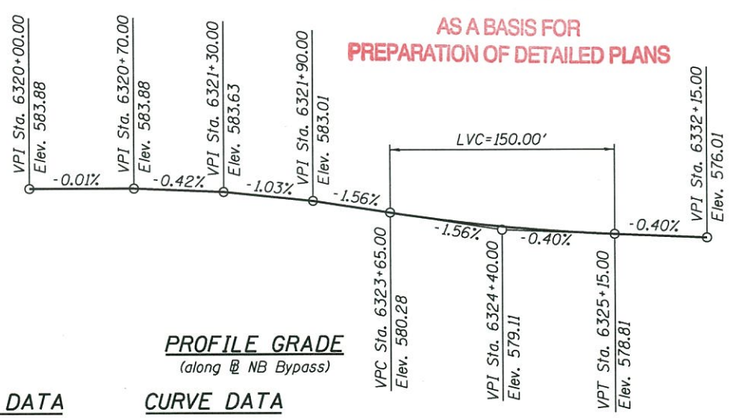
PROFILE GRADE
(along ℄ Ramp SW)



PROFILE GRADE
(along ℄ Ramp EN)



PROFILE GRADE
(along ℄ Halsted)



PROFILE GRADE
(along ℄ NB Bypass)

CURVE DATA
(Ramp NE)

PROP. CURVE P-CIR-NW-1
PI STA. = 1802+87.74
Δ = 4° 06' 49" (LT)
D = 0° 42' 54"
R = 8,012.00'
T = 287.75'
L = 575.24'
E = 5.17'
e = NC
T.R. = NA
S.E. RUN = NA
P.C. STA. = 1800+00.00
P.T. STA. = 1805+75.24
DS = 50

CURVE DATA
(Ramp EN)

PROP. CURVE P-CIR-EN-2
PI STA. = 1624+72.31
Δ = 158° 53' 11" (LT)
D = 16° 51' 06"
R = 340.00'
T = 1,824.37'
L = 942.85'
E = 1,515.78'
e = 5.60%
T.R. = 36'
S.E. RUN = 102'
P.C. STA. = 1606+47.94
P.T. STA. = 1615+90.79
DS = 30

CURVE DATA
(Ramp SE)

PROP. CURVE P-CIR-SE-2
PI STA. = 1415+83.08
Δ = 157° 44' 18" (LT)
D = 24° 48' 12"
R = 231.00'
T = 1,174.08'
L = 635.96'
E = 965.59'
e = 5.60%
T.R. = NA
S.E. RUN = 128'
P.C. STA. = 1404+09.00
P.T. STA. = 1410+44.95
DS = 25

PROP. CURVE P-CIR-SE-3
PI STA. = 1412+44.91
Δ = 24° 25' 53" (RT)
D = 22° 55' 06"
R = 250.00'
T = 54.12'
L = 106.60'
E = 5.79'
e = 5.40%
T.R. = NA
S.E. RUN = 78'
P.C. STA. = 1411+90.79
P.T. STA. = 1412+97.39
DS = 25

CURVE DATA
(F.A.I. Rte. SB 90/94)

PROP. CURVE P-KDR-SB-3
PI STA. = 6224+30.06
Δ = 11° 28' 39" (RT)
D = 2° 41' 06"
R = 2,134.00'
T = 214.46'
L = 427.48'
E = 10.75'
e = 4.20%
T.R. = NA
S.E. RUN = 203'
P.C. STA. = 6222+15.60
P.T. STA. = 6226+43.08
DS = 60

CURVE DATA
(F.A.I. Rte. WB 290)

PROP. CURVE P-CON-WB-2
PI STA. = 5218+24.26
Δ = 8° 42' 22" (LT)
D = 3° 29' 14"
R = 1,643.00'
T = 125.07'
L = 249.65'
E = 4.75'
e = 4.80%
T.R. = NA
S.E. RUN = 119'
P.C. STA. = 5216+99.19
P.T. STA. = 5219+48.84
DS = 50

CURVE DATA
(Ramp WS)

PROP. CURVE P-CIR-WS-2
PI STA. = 1222+12.72
Δ = 135° 15' 55" (LT)
D = 19° 21' 24"
R = 296.00'
T = 719.31'
L = 698.80'
E = 481.83'
e = 5.00%
T.R. = 46'
S.E. RUN = 114'
P.C. STA. = 1214+93.41
P.T. STA. = 1221+92.21
DS = 25

CURVE DATA
(SB Bypass)

PROP. CURVE P-TAY-SX-2
PI STA. = 6408+06.27
Δ = 65° 55' 10" (LT)
D = 17° 28' 06"
R = 328.00'
T = 212.68'
L = 377.37'
E = 62.92'
e = 5.00%
T.R. = 46'
S.E. RUN = 114'
P.C. STA. = 6405+93.59
P.T. STA. = 6409+70.96
DS = 25

CURVE DATA
(Ramp SW)

PROP. CURVE P-CIR-SW-3
PI STA. = 1322+16.98
Δ = 83° 35' 08" (RT)
D = 10° 03' 07"
R = 570.00'
T = 509.51'
L = 831.54'
E = 194.53'
e = 5.40%
T.R. = NA
S.E. RUN = 101'
P.C. STA. = 1317+07.47
P.T. STA. = 1325+39.01
DS = 35

PROFILES & CURVE DATA
RAMP NW OVER F.A.I. RTE. 90/94
(DAN RYAN EXPRESSWAY)
F.A.I. RTE. 90/94 - SECTION 2013-010R
COOK COUNTY
STATION 6136+41.10
STRUCTURE NO. 016-1705

AECOM

USER NAME = kritzm	DESIGNED - DD	REVISED	
	CHECKED - ATB	REVISED	
PLOT SCALE = N.T.S.	DRAWN - GF	REVISED	
PLOT DATE = 12/4/2013	CHECKED - 12/04/2013	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

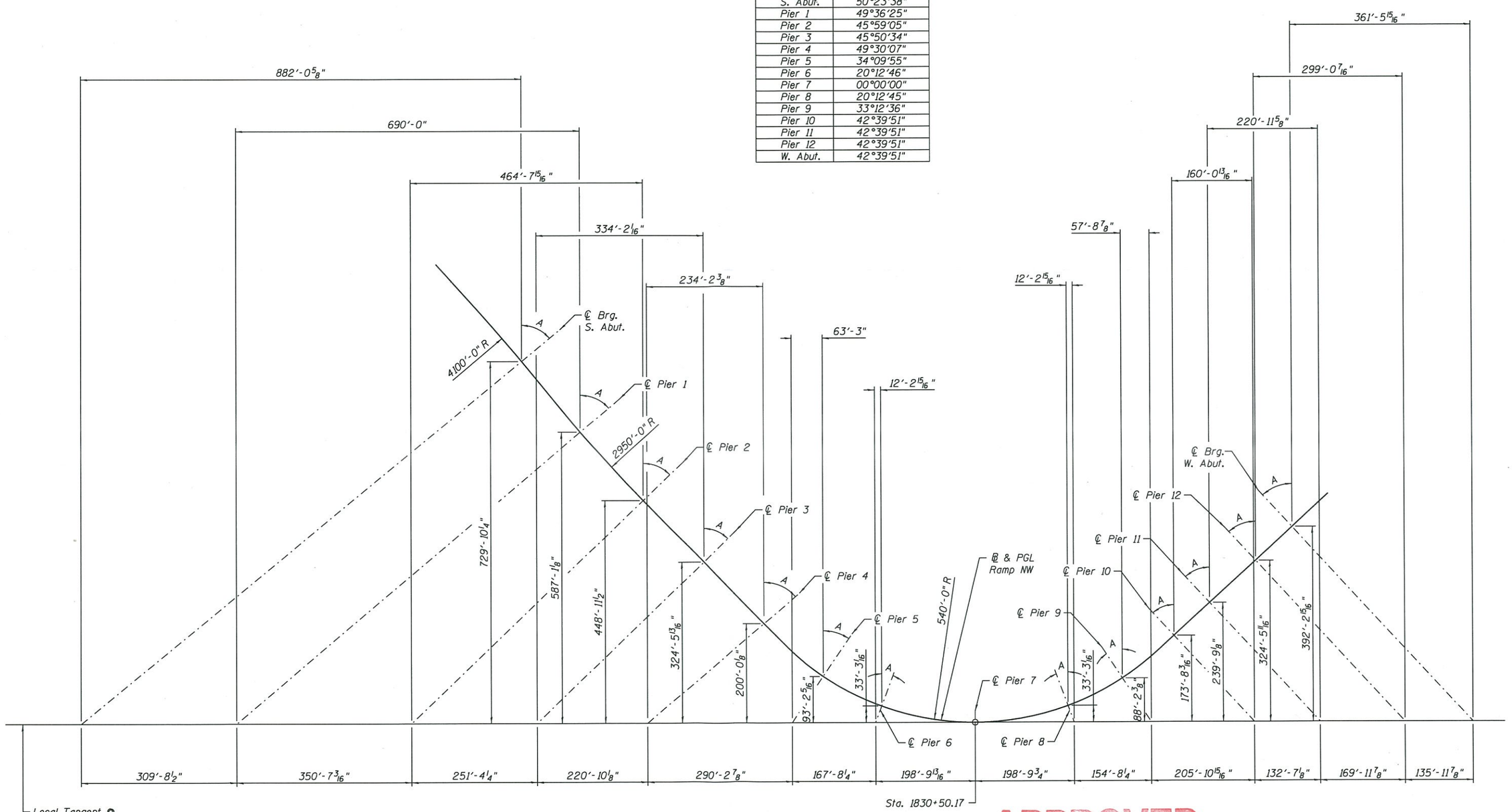
STRUCTURE NO. 016-1705

SHEET NO. 6 OF 8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-010R	COOK	8	6
		CONTRACT NO. 60W28		
		ILLINOIS FED. AID PROJECT		

016-1705-CIRCLE100-SHT-ACM-ST-TSL-006

Location	A
S. Abut.	50°23'38"
Pier 1	49°36'25"
Pier 2	45°59'05"
Pier 3	45°50'34"
Pier 4	49°30'07"
Pier 5	34°09'55"
Pier 6	20°12'46"
Pier 7	00°00'00"
Pier 8	20°12'45"
Pier 9	33°12'36"
Pier 10	42°39'51"
Pier 11	42°39'51"
Pier 12	42°39'51"
W. Abut.	42°39'51"



OFFSET SKETCH

APPROVED

DEC 10 2013

AS A BASIS FOR
PREPARATION OF DETAILED PLANS

OFFSET SKETCH
RAMP NW OVER F.A.I. RTE. 90/94
(DAN RYAN EXPRESSWAY)
F.A.I. RTE. 90/94 - SECTION 2013-010R
COOK COUNTY
STATION 6136+41.10
STRUCTURE NO. 016-1705

016-1705-CIRCLE100-SHT-ACM-ST-TSL-007

AECOM

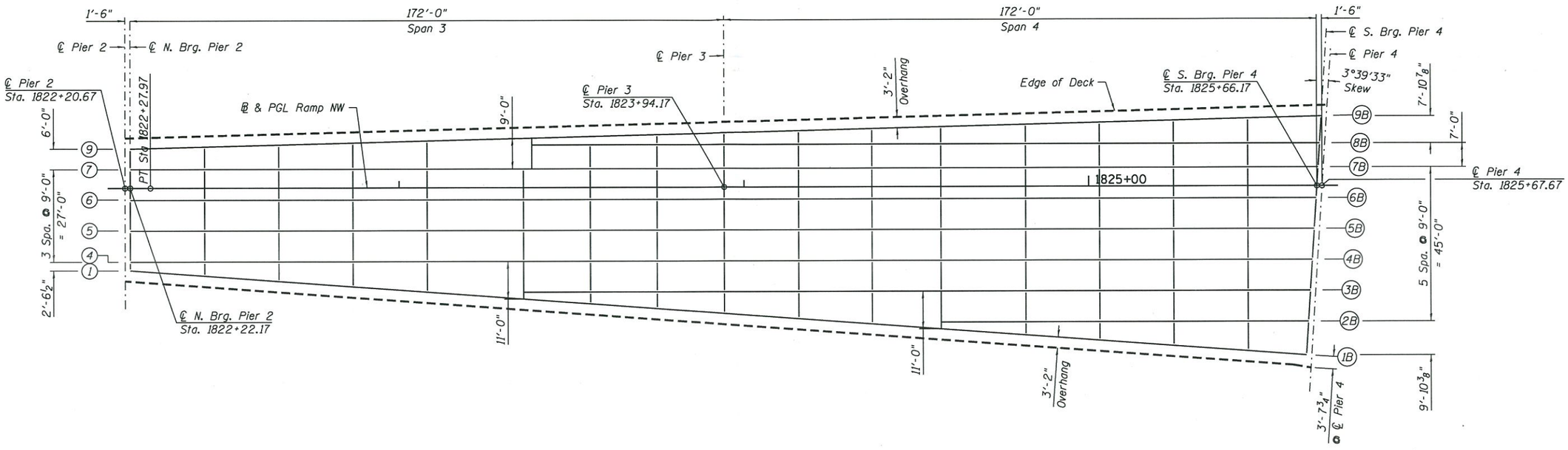
USER NAME = kritzm	DESIGNED - DD	REVISED	
	CHECKED - ATB	REVISED	
PLOT SCALE = N.T.S.	DRAWN - GF	REVISED	
PLOT DATE = 12/4/2013	CHECKED - 12/04/2013	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 016-1705

SHEET NO. 7 OF 8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-010R	COOK	8	7
		CONTRACT NO. 60W28		
	ILLINOIS FED. AID PROJECT			



SCHEMATIC FRAMING PLAN

NOTE:

Location of bolted field splices and cross frames to be designed.

APPROVED

DEC 10 2013

AS A BASIS FOR
PREPARATION OF DETAILED PLANS

GIRDER FRAMING PLAN - UNIT II
RAMP NW OVER F.A.I. RTE. 90/94
(DAN RYAN EXPRESSWAY)
F.A.I. RTE. 90/94 - SECTION 2013-010R
COOK COUNTY
STATION 6136+41.10
STRUCTURE NO. 016-1705

016-1705-CIRCLE100-SHT-ACM-ST-TSL-008

AECOM

USER NAME = krltzm	DESIGNED - DD	REVISED	
	CHECKED - ATB	REVISED	
PLOT SCALE = N.T.S.	DRAWN - MRK	REVISED	
PLOT DATE = 12/4/2013	CHECKED - 12/04/2013	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 016-1705

SHEET NO. 8 OF 8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-010R	COOK	8	8
		CONTRACT NO. 60W28		
	ILLINOIS FED. AID PROJECT			