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- 5 SCHEDULE OF QUANTITIES
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- 18,19 DETAIL SHEETS

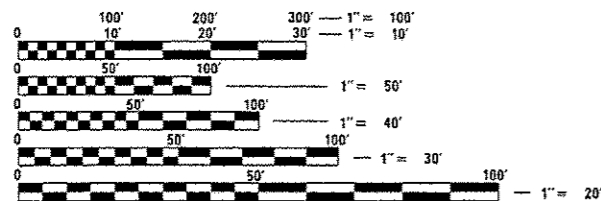
**HIGHWAY STANDARDS**

001001-02	701602-07
001006	701701-09
442201-03	701901-03
	886001-01

WHEREVER IN THESE PLANS SECTION D6 SPRING RD REPAIR 2014-6 IS MENTIONED, IT SHALL MEAN SECTION (110X)I-2, (SP-Z) I-1

**ROADWAY FUNCTIONAL CLASS**  
OTHER PRINCIPAL ARTERIAL

**AVERAGE DAILY TRAFFIC**  
SEE SHEET 5



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.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

PROJECT ENGINEER: VINCE MADONIA - (217)785-9046  
TEAM MANAGER: TIM SLAGLE - (217)785-5538

CONTRACT NO. 72H08

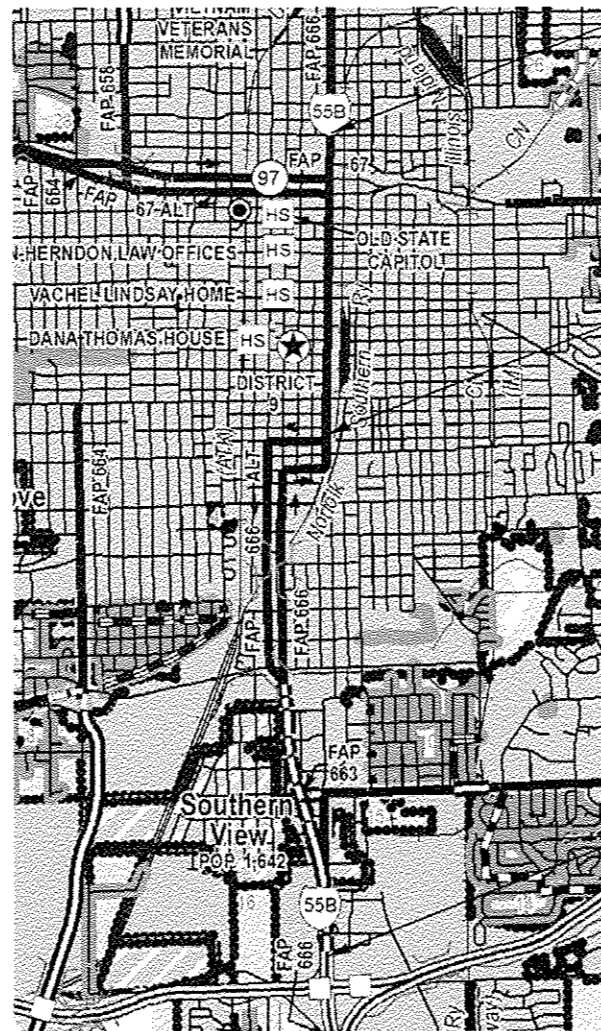
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 666 (BUS. LOOP 55 (5TH, 6TH & 9TH STREETS))  
SECTION (110X) I-2, (SP-Z) I-1

**MAINLINE PAVEMENT PATCHING  
SANGAMON COUNTY**

C-96-079-14



**LOCATION MAP**

NET LENGTH = 23,126.40 FEET = 4.38 MILES

PROJECT SECTION BEGINS, ENDS  
(9TH STREET, JUST SOUTH  
OF CARPENTER STREET)

PROJECT SECTION ENDS  
(5TH & 6TH STREETS)

PROJECT SECTION BEGINNING  
(5TH & 6TH STREETS)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	*	SANGAMON	19	1
		ILLINOIS	CONTRACT NO. 72H08	

(110X) I-2, (SP-Z) I-1

D-96-079-14



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED MAY 22 20 14  
Roger A. Diskell  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 27 20 14  
John D. Baranzelli, PE  
ENGINEER OF DESIGN AND ENVIRONMENT

June 27 20 14  
Omer Osman, PE  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

**GENERAL NOTES:**

1. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
2. IN ADDITION TO FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS, AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
4. ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.
5. THE THICKNESS OF PROPOSED PAVEMENT PATCHING CALLED OUT IN THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE AND BASE COURSES ON WHICH THE PATCHING MIXTURE IS PLACED. ANY DEVIATIONS IN COSTS FOR PAVEMENT PATCHING SHALL ADHERE TO THE GUIDELINES SET FORTH IN SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION.
6. ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED.
7. AS CONSTRUCTION ACTIVITIES FOR MAINLINE PARTIAL DEPTH PATCHING ARE BEING PERFORMED, THE ENGINEER SHALL IDENTIFY ANY PAVEMENT CRACKS AND HOLES HE OR SHE DEEMS NECESSARY TO FILL. THE FILLING OF CRACKS AND HOLES SHALL BE PAID FOR BY THE PAY ITEM "MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS". THE MIXTURE USED FOR FILLING THESE CRACKS AND HOLES SHALL BE THE SAME MIXTURE USED FOR PARTIAL DEPTH PATCHING.
8. STATE MAINTANANCE FOR FIFTH STREET  
 SPRUCE ST. TO ASH ST. - 3 THRU TRAFFIC LANES, 2 EAST OF CENTER LINE & 1 WEST OF CENTER LINE (1988)  
 LAUREL ST. TO JUST NORTH OF STANFORD AVE. - 3 CENTER THRU TRAFFIC LANES (1988)  
 SPRUCE ST. TO LAUREL ST. - 3 THRU TRAFFIC LANES, 2 EAST OF CENTER LINE & 1 WEST OF CENTER LINE (2001)  
 LAUREL ST. TO JUST SOUTH OF BRYN MAWR - 3 CENTER THRU TRAFFIC LANES (2001)
9. STATE MAINTANANCE FOR SIXTH STREET  
 SOUTH GRAND AVE. TO BROAD PLACE - 2 TRAFFIC LANES, EACH @ 12' (1956)  
 MYRTLE ST. TO WELLESLEY ST. - 2 TRAFFIC LANES, EACH @ 12' (1959)  
 MYRTLE ST. TO STANFORD AVE. - 3 CENTER THRU TRAFFIC LANES (1988)  
 MYRTLE ST. TO STANFORD AVE. - 3 CENTER THRU TRAFFIC LANES (2001)

**COMMITMENTS:**

1. THE FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS COVERING ANY MAJOR PLAN CHANGES TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND TO ALLOW IMPROVED DESIGN FOR THE FUTURE.

**MIXTURE TABLES**

BUSS LOOP 55 PATCHING	
MIXTURE USE(S):	FULL DEPTH PAVEMENT PATCHING
PG:	PG 64-22
DESIGN AIR VOIDS:	4.0% @N70
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 19.0
FRICTION AGGREGATE:	N/A
QUALITY MANAGEMENT:	QC/QA

BUSS LOOP 55 PATCHING	
MIXTURE USE(S):	PARTIAL DEPTH PAVEMENT PATCHING LONGITUDINAL JOINT REPAIR
PG:	PG 64-22
DESIGN AIR VOIDS:	4.0% @N70
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5
FRICTION AGGREGATE:	MIX "C"
QUALITY MANAGEMENT:	QC/QA

NOTE: THE CONTRACTOR MAY UTILIZE THE PARTIAL DEPTH PATCHING MIXTURE FOR THE TOP LIFT (MINIMUM 1.5") OF PAVEMENT PATCHING AT THEIR OPTION.

DISTRICT SIX	
EXAMINED	May 22 <sup>nd</sup> 20 14
<i>John C. W...</i>	
OPERATIONS ENGINEER	
EXAMINED	MAY 20 20 14
<i>John C. W...</i>	
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED	May 22 20 14
<i>John C. W...</i>	
PROGRAM DEVELOPMENT ENGINEER	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				100% STATE ROADWAY 0005
				URBAN
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	53	53
44200156	PAVEMENT PATCHING, TYPE II, 13 INCH	SO YD	201	201
44200160	PAVEMENT PATCHING, TYPE III, 13 INCH	SO YD	64	64
44200162	PAVEMENT PATCHING, TYPE IV, 13 INCH	SO YD	302	302
56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	3	3
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1
67100100	MOBILIZATION	L SUM	1	1
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	2000	2000
* 88600100	DETECTOR LOOP, TYPE I	FOOT	585	585
X4405020	LONGITUDINAL PARTIAL DEPTH REMOVAL 2"	FOOT	3600	3600
X4406240	PARTIAL DEPTH REMOVAL, TYPE II, 4"	SO YD	729	729
X4406440	PARTIAL DEPTH REMOVAL, TYPE III, 4"	SO YD	321	321

\* SPECIALTY ITEM

FILE NAME :	USER NAME : sparksg	DESIGNED - MOK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	DATE -	REVISED -	SCALE:		SHEET OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT					

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				URBAN 100% STATE ROADWAY 0005
X4406640	PARTIAL DEPTH REMOVAL, TYPE IV, 4"	SO YD	467	467
X4420900	LONGITUDINAL PARTIAL DEPTH PATCHING	TON	89.7	89.7
X4421000	PARTIAL DEPTH PATCHING	TON	339.8	339.8

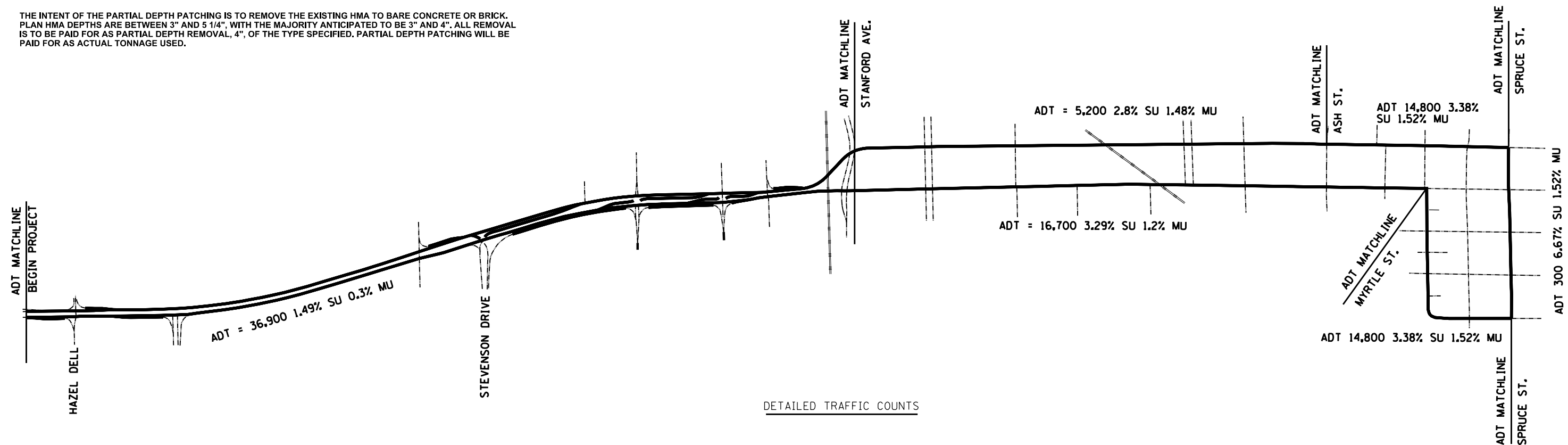
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NORTHBOUND BUSINESS LOOP I - 55 PATCHING										
LOCATION	FULL DEPTH PATCH, 13"			PARTIAL DEPTH REMOVAL, 4"			PARTIAL DEPTH PATCHING	LONGITUDINAL PARTIAL DEPTH REMOVAL, 2"	LONGITUDINAL PARTIAL DEPTH PATCHING	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS
	TYPE II	TYPE III	TYPE IV	TYPE II	TYPE III	TYPE IV				
	44200156	44200160	44200162	X4406240	X4406440	X4406640				
	SQ YD		SQ YD			TON	FOOT	TON	TON	
I-72 Interchange to Stevenson Drive			134.0	127.0			28.4	200.0	5.0	5.0
Stevenson Drive to Stanford Avenue	165.0							200.0	5.0	5.0
Stanford Avenue to Ash Street				82.0		400.0	108.0	690.0	17.1	10.0
Ash Street to Myrtle Street										2.0
Sixth Street to Ninth Street				32.0		67.0	22.2			2.0
Myrtle Street to Laurel Street						67.0	15.0			2.0
South of Reynolds Street to Carpenter Street			168.0							
<b>TOTAL</b>	<b>165.0</b>	<b>0.0</b>	<b>302.0</b>	<b>241.0</b>	<b>67.0</b>	<b>467.0</b>	<b>173.6</b>	<b>1090.0</b>	<b>27.1</b>	<b>26.0</b>

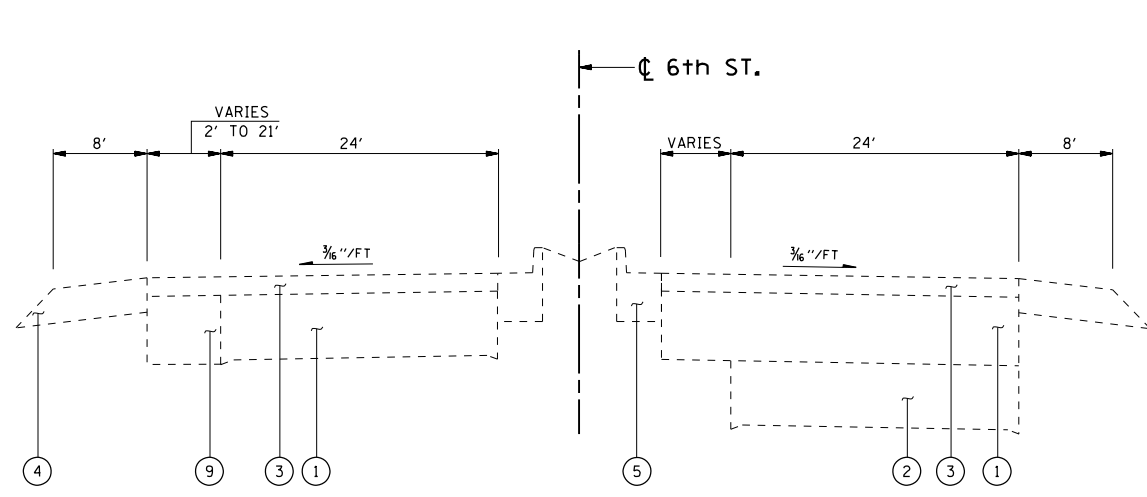
BUSINESS LOOP I - 55 MISC REPAIR			
LOCATION	MANHOLES TO BE ADJUSTED	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	DETECTOR LOOP, TYPE I
	60255500	56500600	88600100
	EACH	EACH	FOOT
<b>NB</b>			
Stanford Avenue to Ash Street		3.0	
Myrtle Street to Laurel Street			585.0
<b>SB</b>			
Ash Street to Stanford Avenue	1.0		
<b>TOTAL</b>	<b>1.0</b>	<b>3.0</b>	<b>585.0</b>

SOUTHBOUND BUSINESS LOOP I - 55 PATCHING								
LOCATION	FULL DEPTH PATCH, 13"		PARTIAL DEPTH REMOVAL, 4"		PARTIAL DEPTH PATCHING	LONGITUDINAL PARTIAL DEPTH REMOVAL, 2"	LONGITUDINAL PARTIAL DEPTH PATCHING	HMA FOR PATCHING POTHLES
	TYPE II	TYPE III	TYPE II	TYPE III				
	44200156	44200160	X4406240	X4406440				
	SQ YD		SQ YD		TON	FOOT	TON	TON
Ninth Street to Fifth Street			64.0		14.3			2.0
Spruce Street to Ash Street	20.0			200.0	44.8	600.0	15.0	5.0
Ash Street to Stanford Avenue		64.0	128.0		28.7	1010.0	25.1	10.0
Stanford Avenue to Stevenson Drive	16.0		83.0	54.0	30.7	100.0	2.5	5.0
Stevenson Drive to I-72 Interchange			213.0		47.7	800.0	20.0	5.0
<b>TOTAL</b>	<b>36.0</b>	<b>64.0</b>	<b>488.0</b>	<b>254.0</b>	<b>166.2</b>	<b>2510.0</b>	<b>62.6</b>	<b>27.0</b>

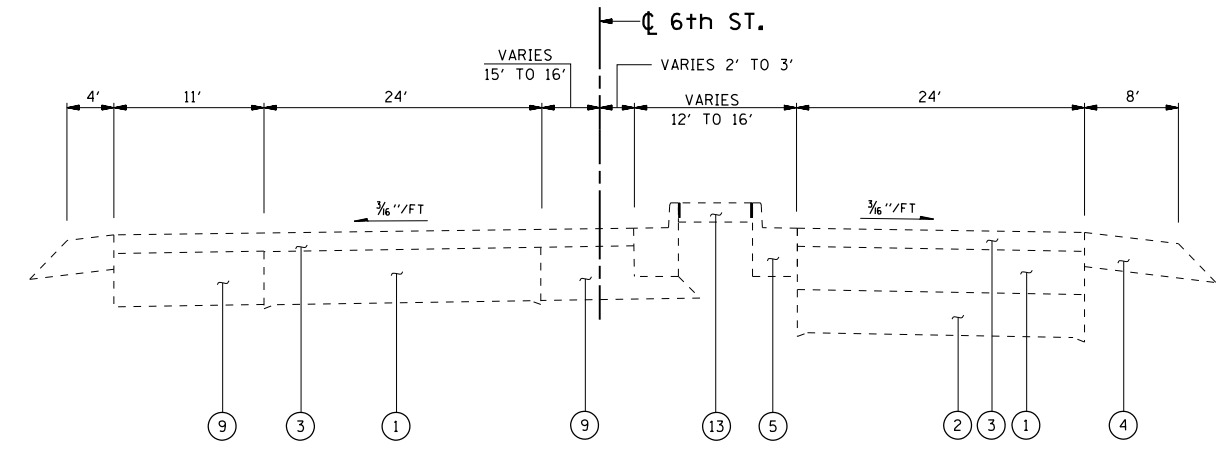
THE INTENT OF THE PARTIAL DEPTH PATCHING IS TO REMOVE THE EXISTING HMA TO BARE CONCRETE OR BRICK. PLAN HMA DEPTHS ARE BETWEEN 3" AND 5 1/4", WITH THE MAJORITY ANTICIPATED TO BE 3" AND 4". ALL REMOVAL IS TO BE PAID FOR AS PARTIAL DEPTH REMOVAL, 4", OF THE TYPE SPECIFIED. PARTIAL DEPTH PATCHING WILL BE PAID FOR AS ACTUAL TONNAGE USED.



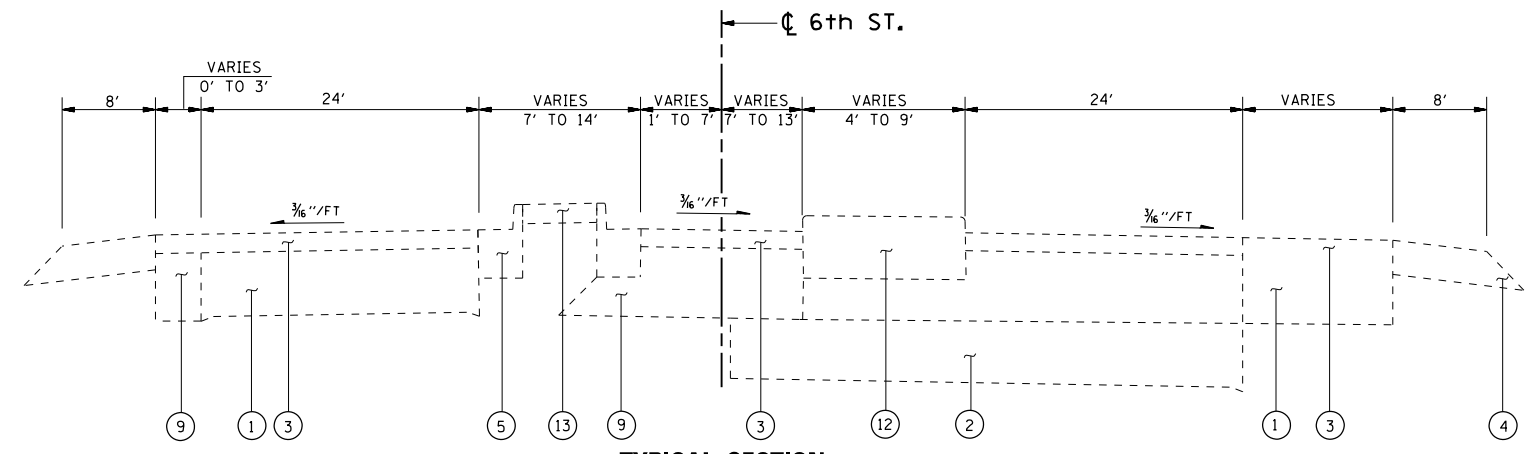
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						ILLINOIS FED. AID PROJECT					



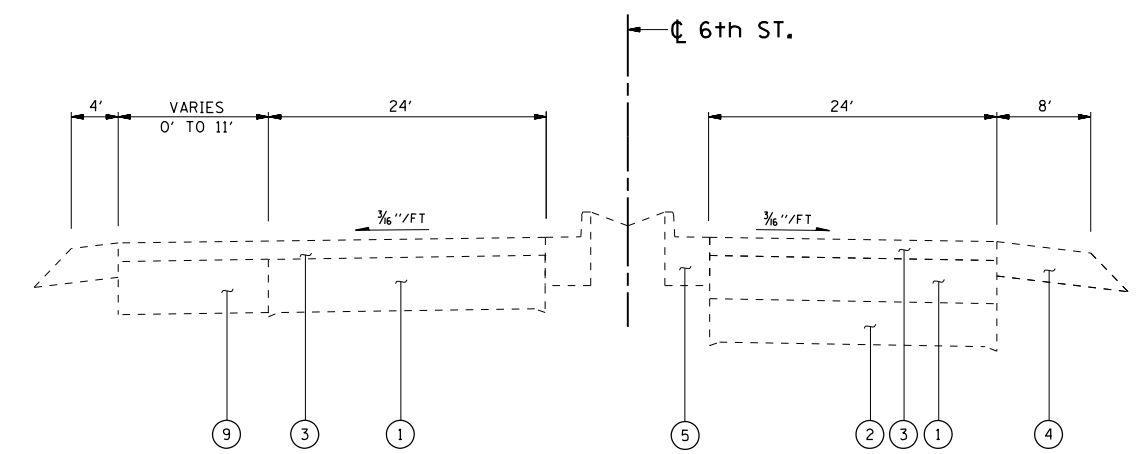
**TYPICAL SECTION**  
 STA. 9+81.52 TO STA. 13+45 LT  
 STA. 9+81.52 TO STA. 13+95 RT



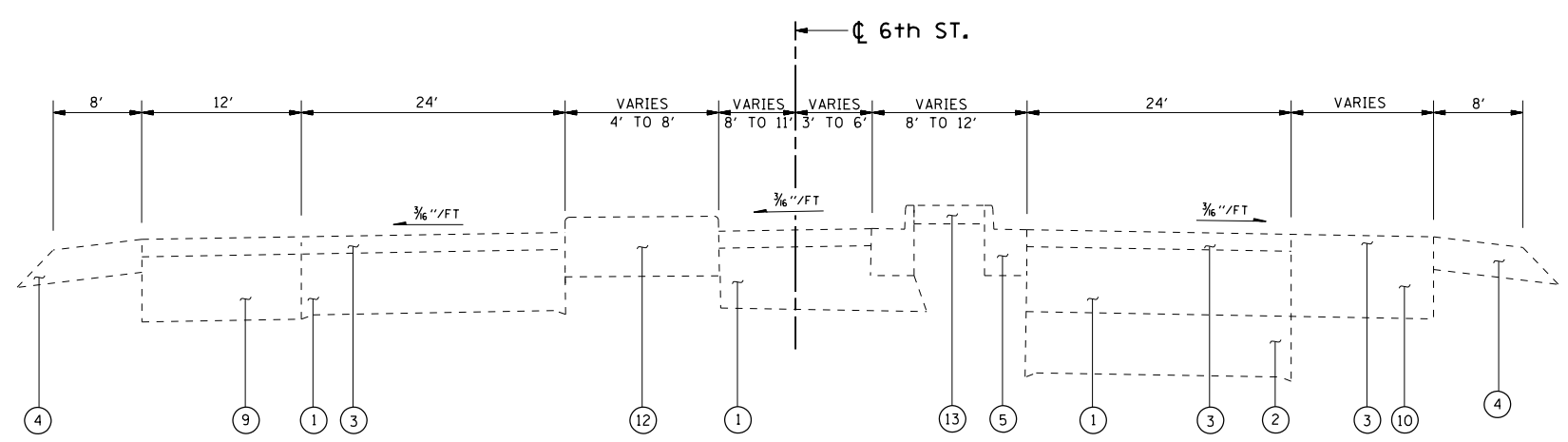
**TYPICAL SECTION**  
 STA. 17+07 TO STA. 18+31



**TYPICAL SECTION**  
 STA. 13+45 TO STA. 14+90 LT  
 STA. 13+95 TO STA. 14+90 RT



**TYPICAL SECTION**  
 STA. 18+31 TO STA. 20+88



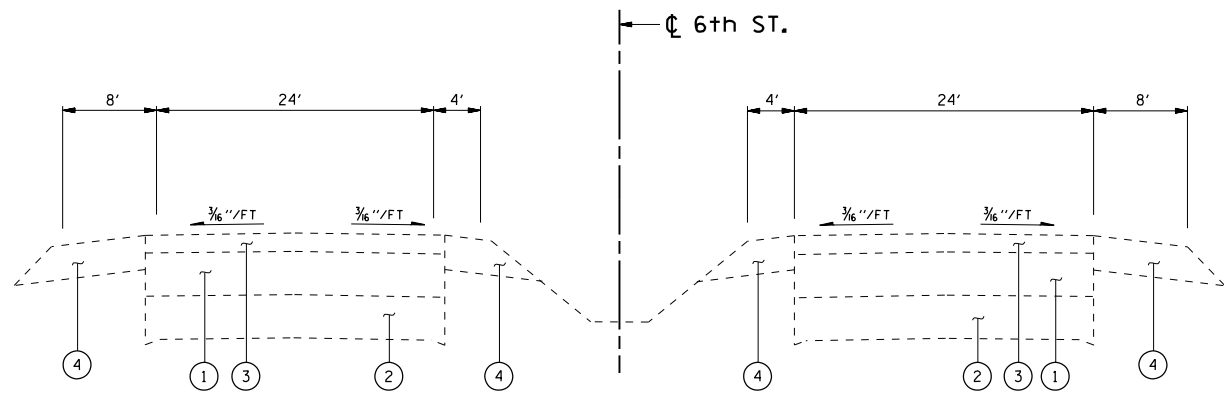
**TYPICAL SECTION**  
 STA. 16+17 TO STA. 17+07

- LEGEND**
- ① EX PCC PAVEMENT, 10"
  - ② EX ORIGINAL PCC PAVEMENT, 9"-7"-9"
  - ③ EX BINDER & SURFACE COURSES
  - ④ EX BITUMINOUS SHOULDER
  - ⑤ EX COMBINATION CURB & GUTTER M-6.24
  - ⑥ EX COMBINATION CURB & GUTTER M-6.06
  - ⑦ EX COMBINATION CURB & GUTTER SPECIAL
  - ⑧ EX COMBINATION CURB & GUTTER
  - ⑨ EX BITUMINOUS CONCRETE BASE COURSE WIDENING
  - ⑩ EX BITUMINOUS BASE COURSE
  - ⑪ EX BITUMINOUS CONCRETE BASE COURSE
  - ⑫ EX CORRUGATED MEDIAN
  - ⑬ EX CONCRETE MEDIAN SURFACE

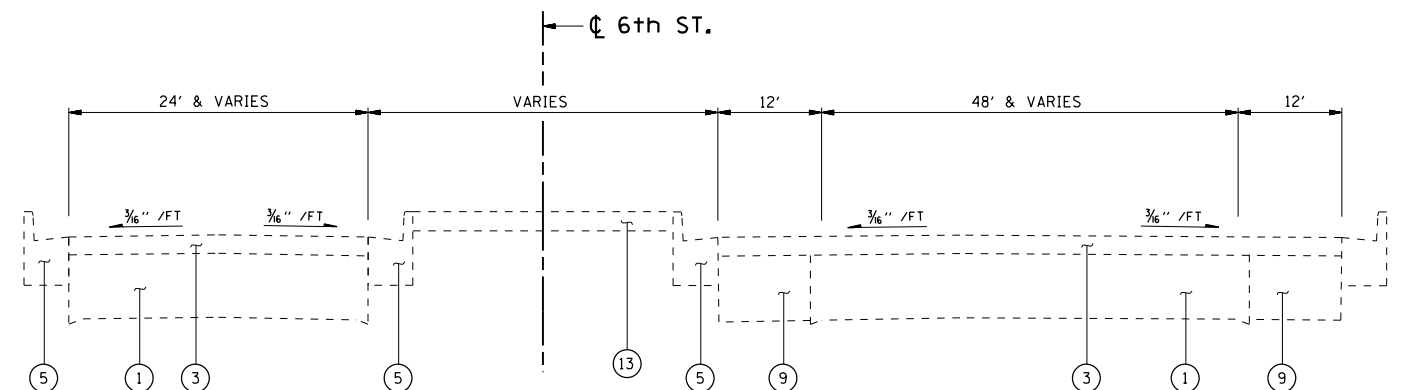
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

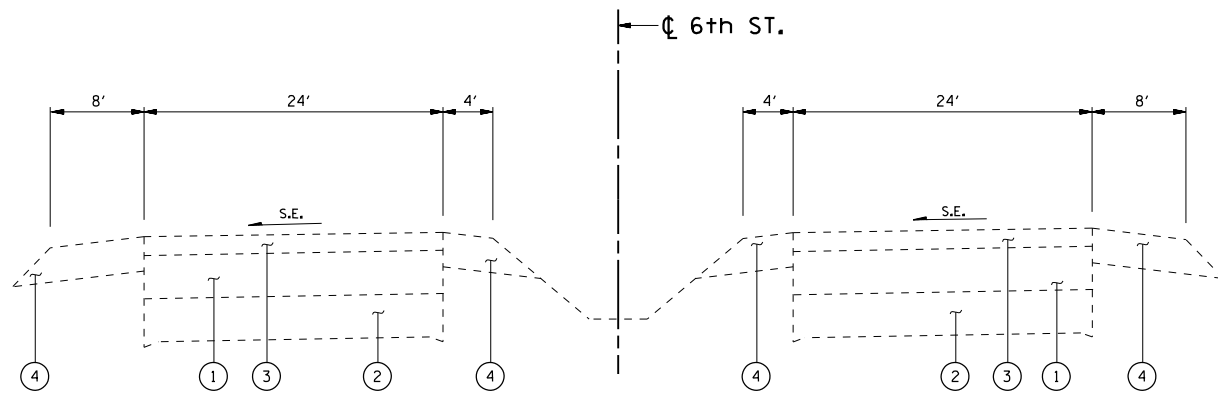
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SCALE:	SHEET OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	19	6
				SANGAMON	CONTRACT NO. 72H08	



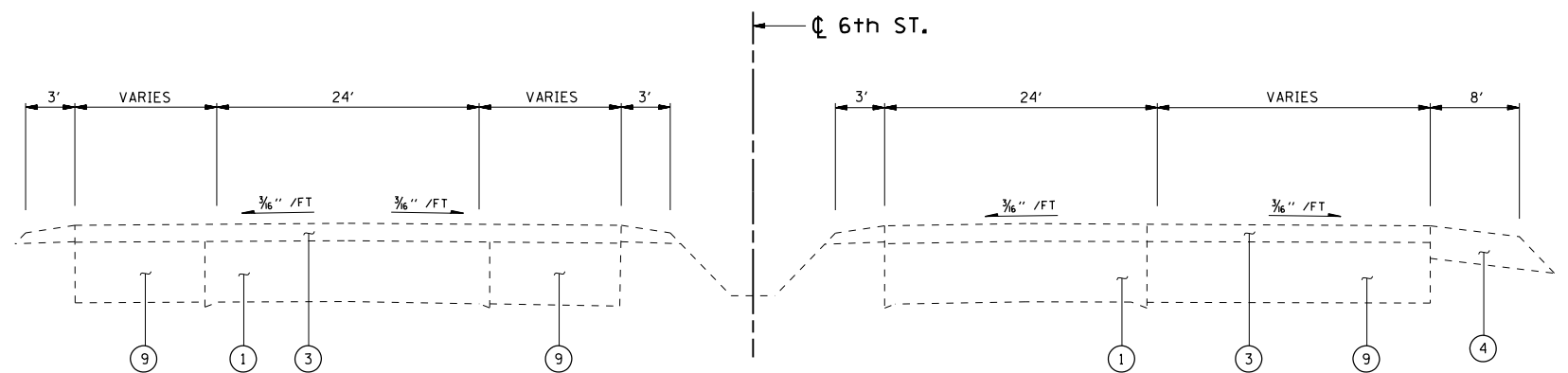
**TYPICAL SECTION**  
**STA. 20+88 TO STA. 22+76.62**  
**STA. 38+56.48 TO STA. 43+52**



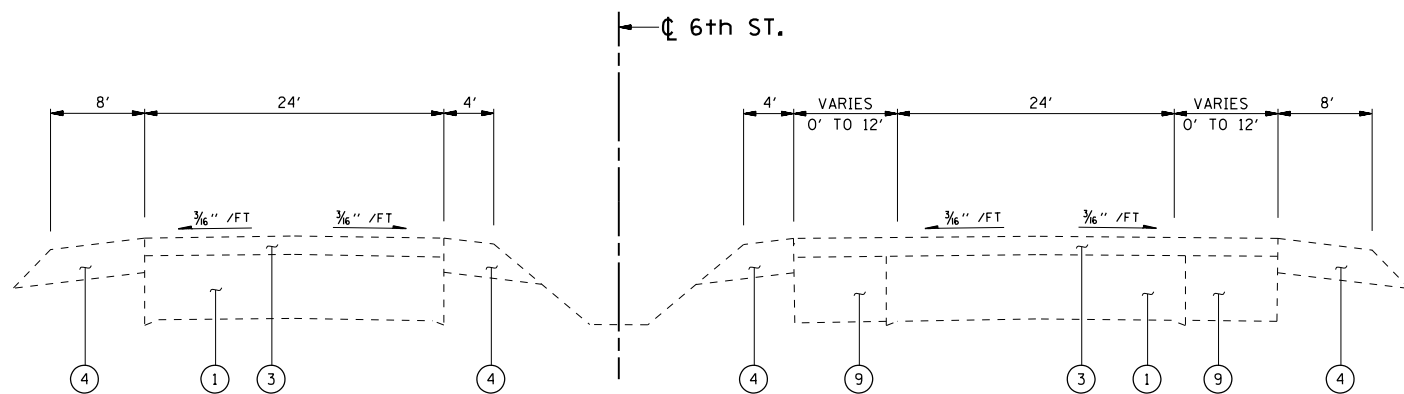
**TYPICAL SECTION**  
**STA. 47+40 TO STA. 48+27**



**TYPICAL SECTION**  
**STA. 22+76.62 TO STA. 38+56.48**



**TYPICAL SECTION**  
**STA. 49+09 TO STA. 53+11**



**TYPICAL SECTION**  
**STA. 43+52 TO STA. 47+40**

**LEGEND**

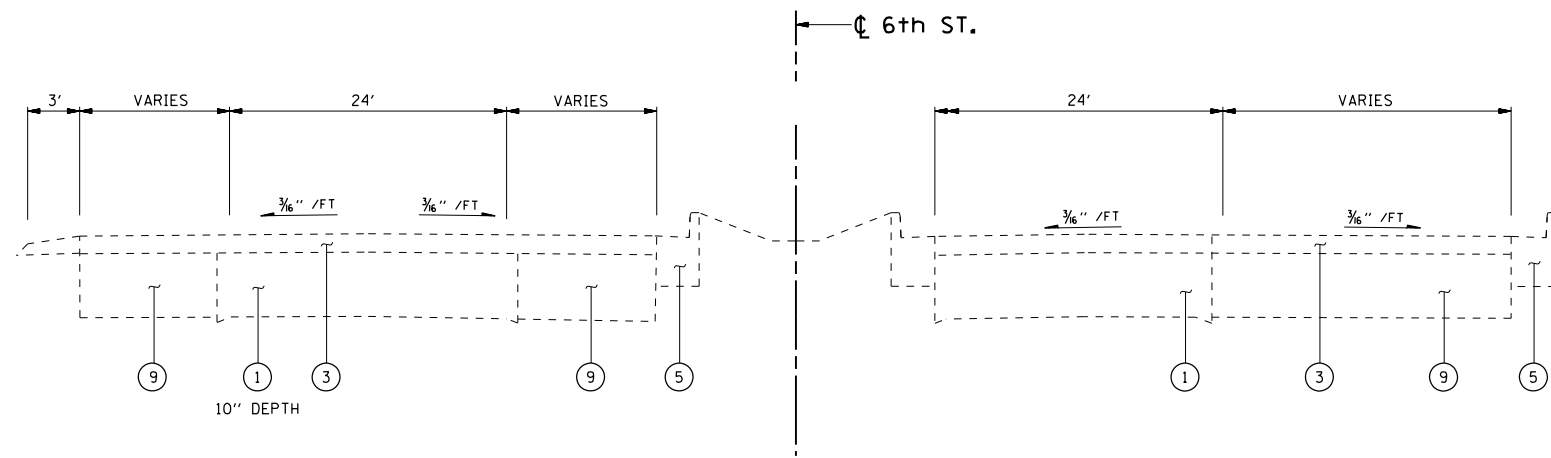
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- ② EX ORIGINAL PCC PAVEMENT, 9'-7"-9"
- ③ EX BINDER & SURFACE COURSES
- ④ EX BITUMINOUS SHOULDER
- ⑤ EX COMBINATION CURB & GUTTER M-6.24
- ⑥ EX COMBINATION CURB & GUTTER M-6.06
- ⑦ EX COMBINATION CURB & GUTTER SPECIAL
- ⑧ EX COMBINATION CURB & GUTTER
- ⑨ EX BITUMINOUS CONCRETE BASE COURSE WIDENING
- ⑩ EX BITUMINOUS BASE COURSE
- ⑪ EX BITUMINOUS CONCRETE BASE COURSE
- ⑫ EX CORRUGATED MEDIAN
- ⑬ EX CONCRETE MEDIAN SURFACE

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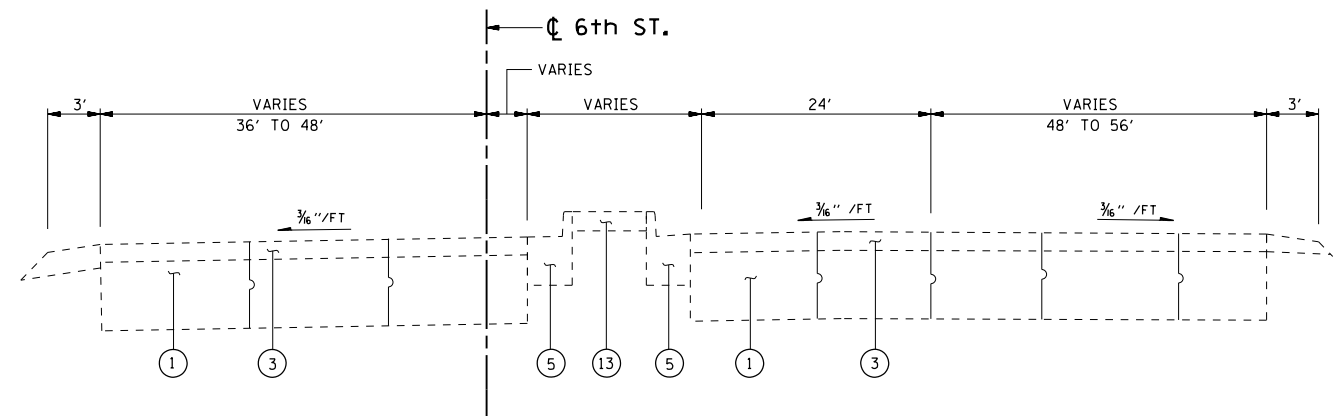
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS			
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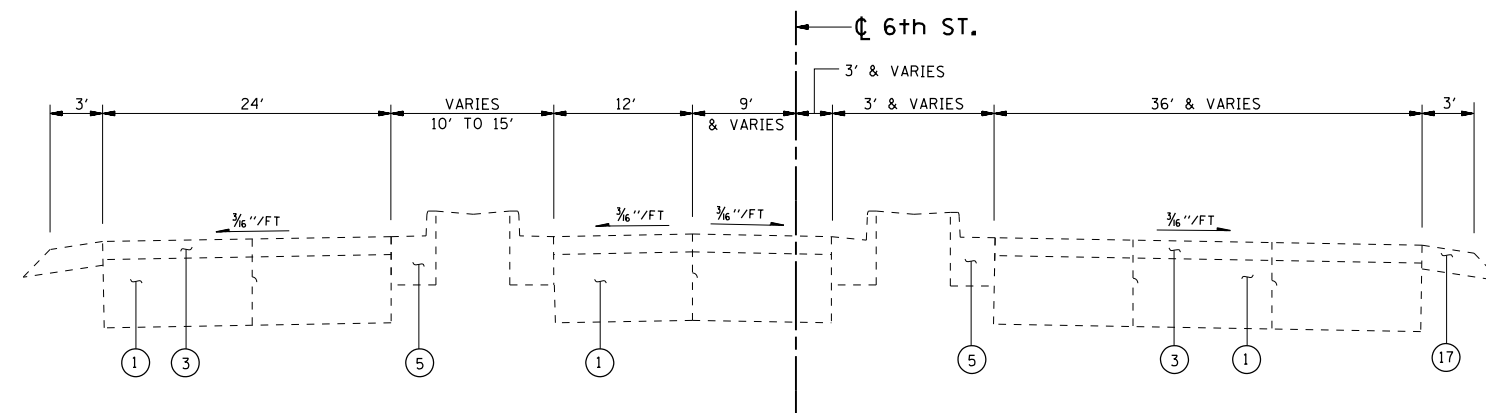
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CONTRACT NO. 72H08			ILLINOIS FED. AID PROJECT	



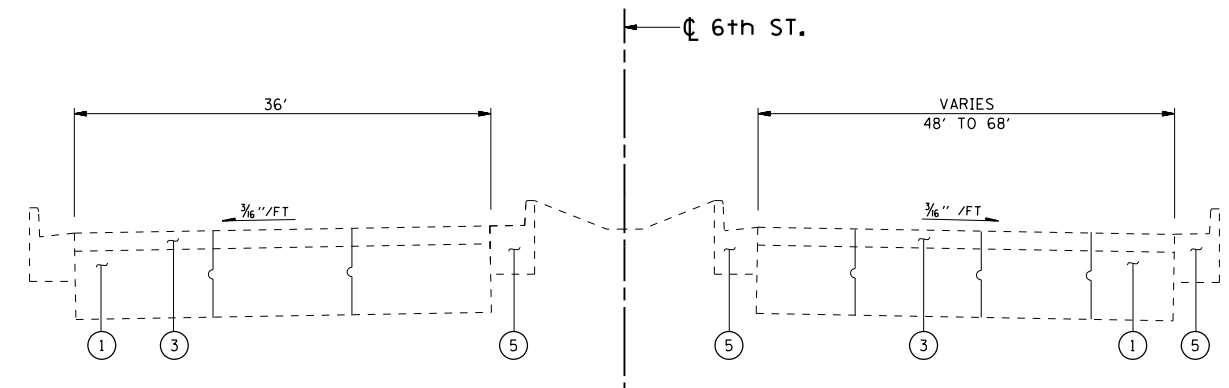
**TYPICAL SECTION**  
**STA. 53+11 TO STA. 54+28**



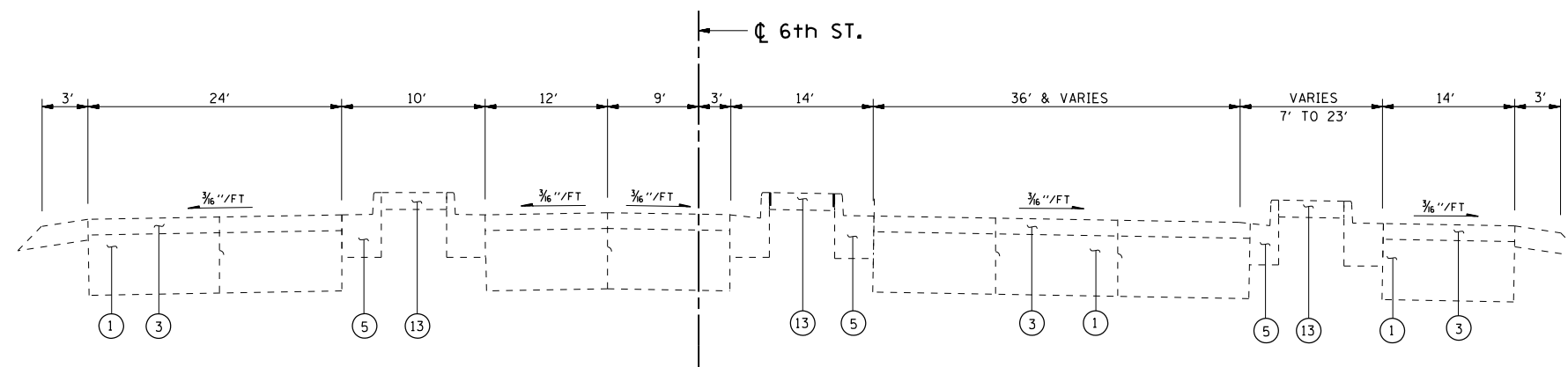
**TYPICAL SECTION**  
**STA. 57+89 TO STA. 64+74 LT**  
**STA. 57+46 TO STA. 64+74 RT**



**TYPICAL SECTION**  
**STA. 55+42 TO STA. 57+20 LT**  
**STA. 55+42 TO STA. 56+63 RT**



**TYPICAL SECTION**  
**STA. 65+20 TO STA. 67+56**



**TYPICAL SECTION**  
**STA. 57+20 TO STA. 57+89 LT**  
**STA. 56+63 TO STA. 57+46 RT**

**LEGEND**

- ① EX PCC PAVEMENT, 10"
- ② EX ORIGINAL PCC PAVEMENT
- ③ EX BINDER & SURFACE COURSES
- ④ EX BITUMINOUS SHOULDER
- ⑤ EX COMBINATION CURB & GUTTER M-6.24
- ⑥ EX COMBINATION CURB & GUTTER M-6.06
- ⑦ EX COMBINATION CURB & GUTTER SPECIAL
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- ⑨ EX BITUMINOUS CONCRETE BASE COURSE WIDENING
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- ⑪ EX BITUMINOUS CONCRETE BASE COURSE
- ⑫ EX CORRUGATED MEDIAN
- ⑬ EX CONCRETE MEDIAN SURFACE

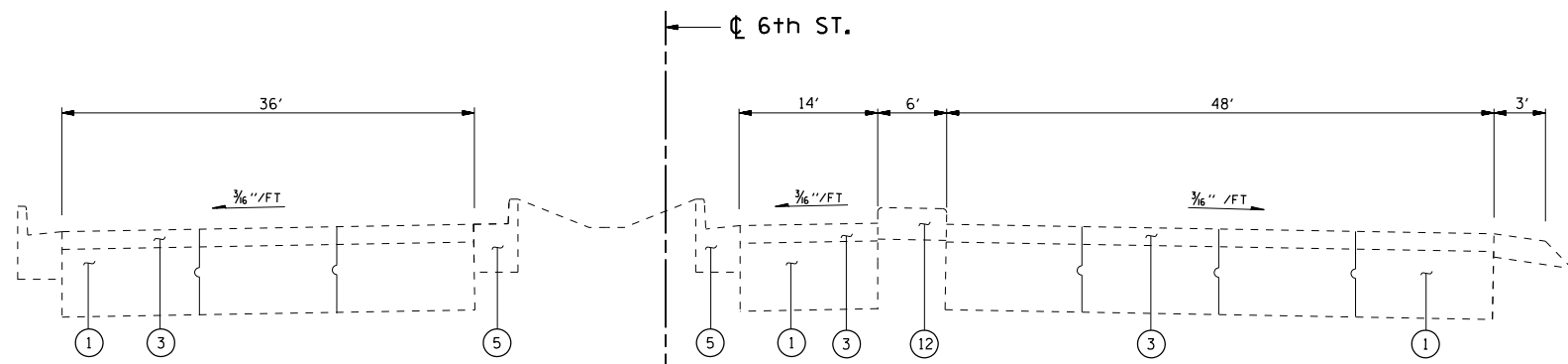
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

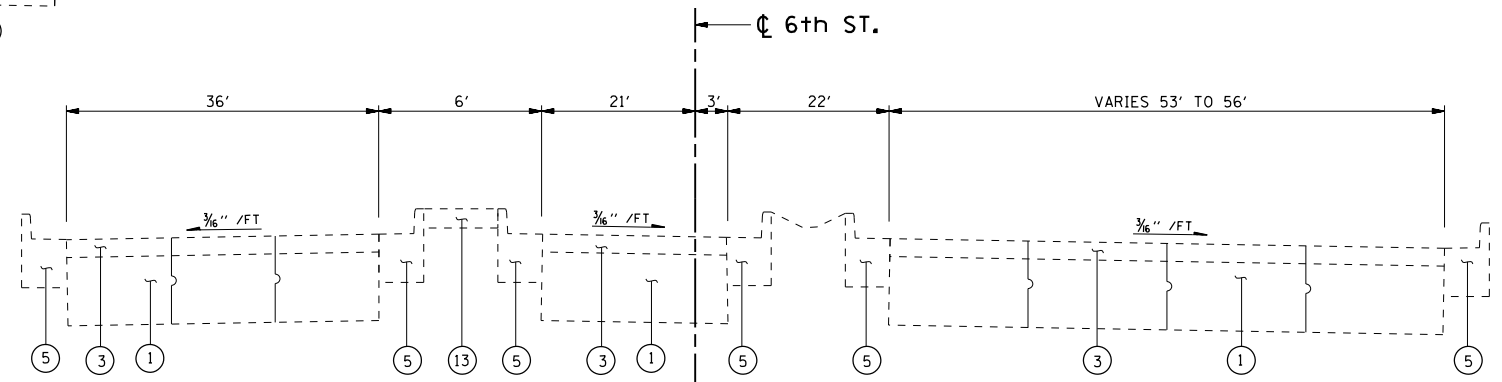
TYPICAL SECTIONS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	***	SANGAMON	19	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H08	

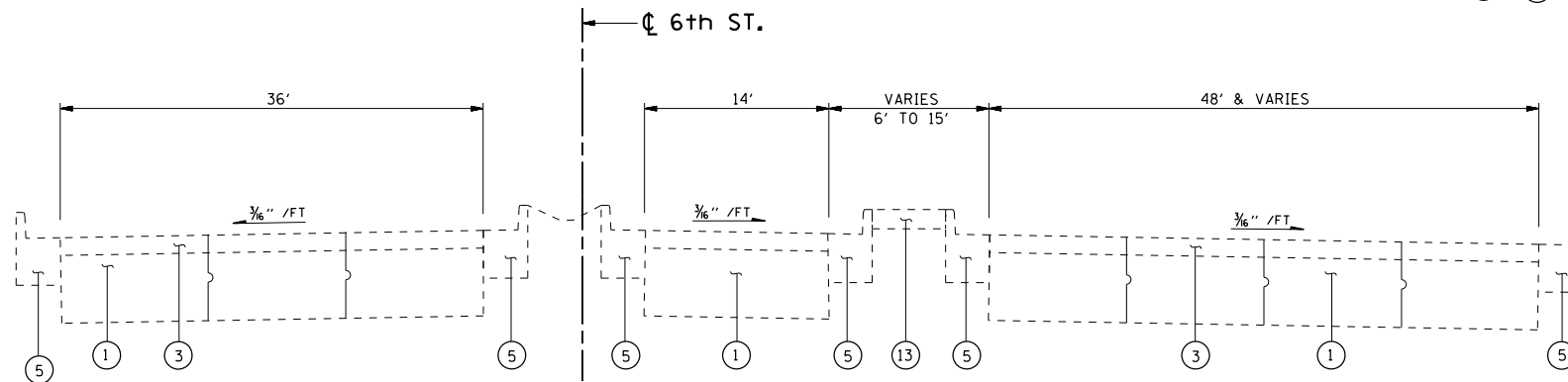




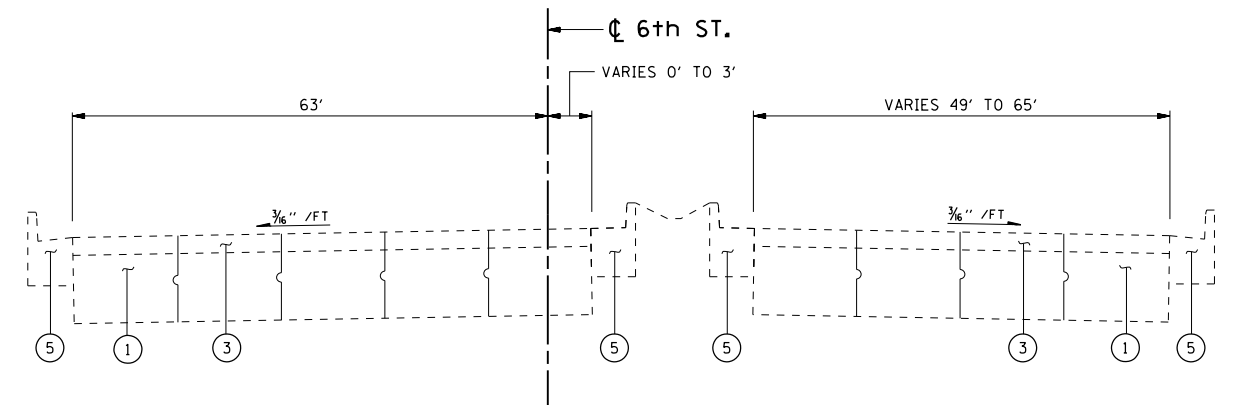
**TYPICAL SECTION**  
**STA 67+56 TO STA. 68+37**



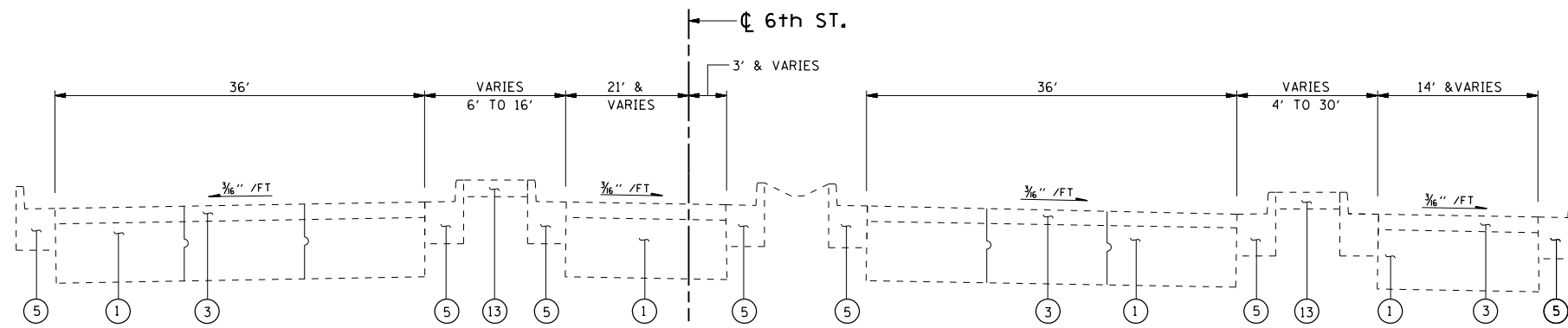
**TYPICAL SECTION**  
**STA. 71+06 TO STA. 72+44**



**STA. 68+37 TO STA. 69+46**  
**STA. 77+12 TO STA. 77+70**



**TYPICAL SECTION**  
**STA. 72+44 TO STA. 75+73**



**TYPICAL SECTION**  
**STA. 70+24 TO STA. 71+06**

**LEGEND**

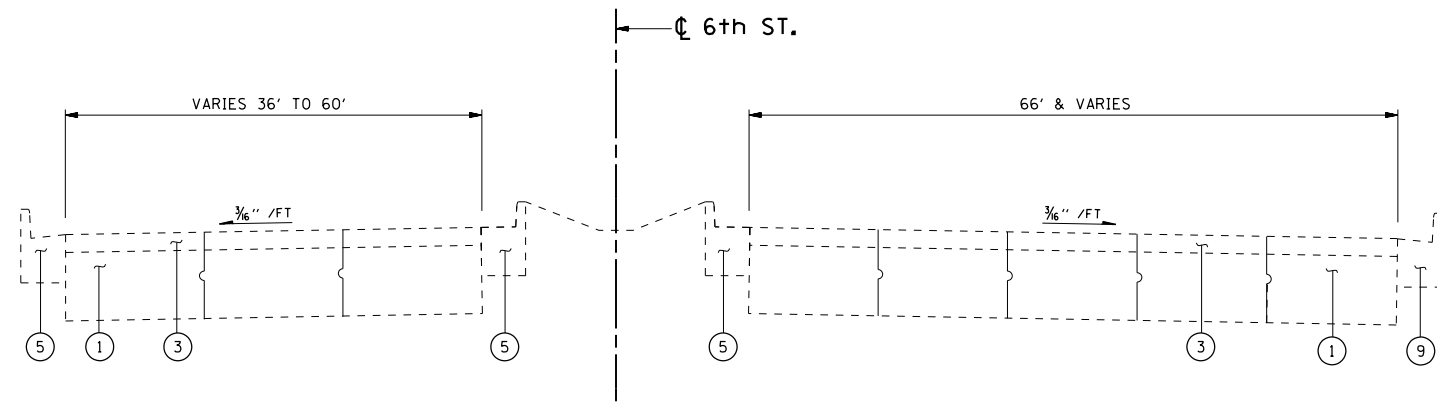
- ① EX PCC PAVEMENT, 10"
- ② EX ORIGINAL PCC PAVEMENT
- ③ EX BINDER & SURFACE COURSES
- ④ EX BITUMINOUS SHOULDER
- ⑤ EX COMBINATION CURB & GUTTER M-6.24
- ⑥ EX COMBINATION CURB & GUTTER M-6.06
- ⑦ EX COMBINATION CURB & GUTTER SPECIAL
- ⑧ EX COMBINATION CURB & GUTTER
- ⑨ EX BITUMINOUS CONCRETE BASE COURSE WIDENING
- ⑩ EX BITUMINOUS BASE COURSE
- ⑪ EX BITUMINOUS CONCRETE BASE COURSE
- ⑫ EX CORRUGATED MEDIAN
- ⑬ EX CONCRETE MEDIAN SURFACE

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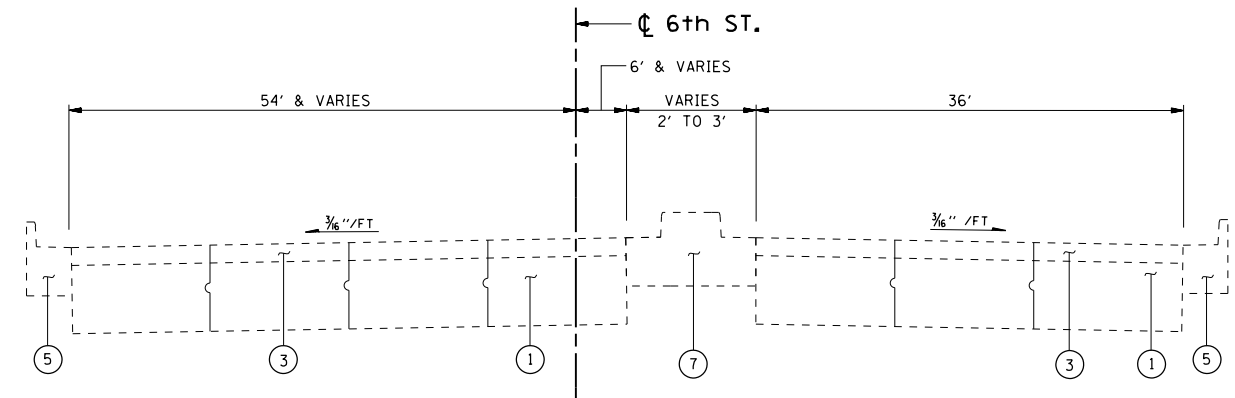
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS</b>			
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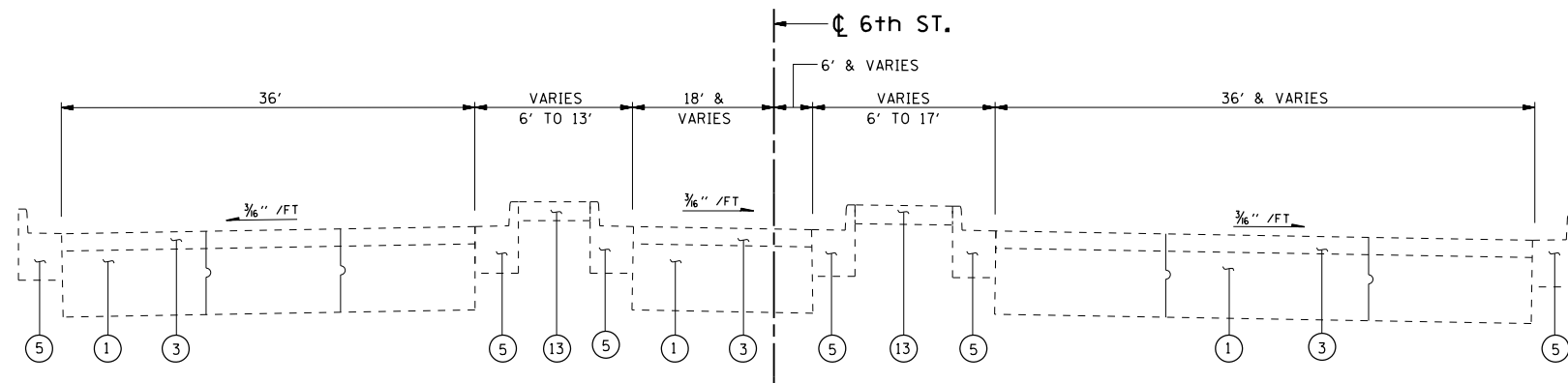
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666	***	SANGAMON	19	9
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72H08	



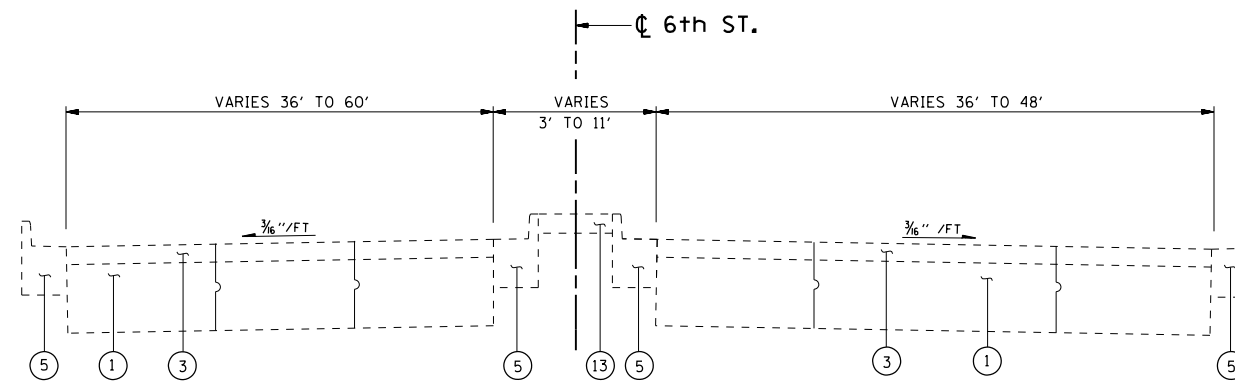
**TYPICAL SECTION**  
**STA. 75+73 TO STA. 77+12**



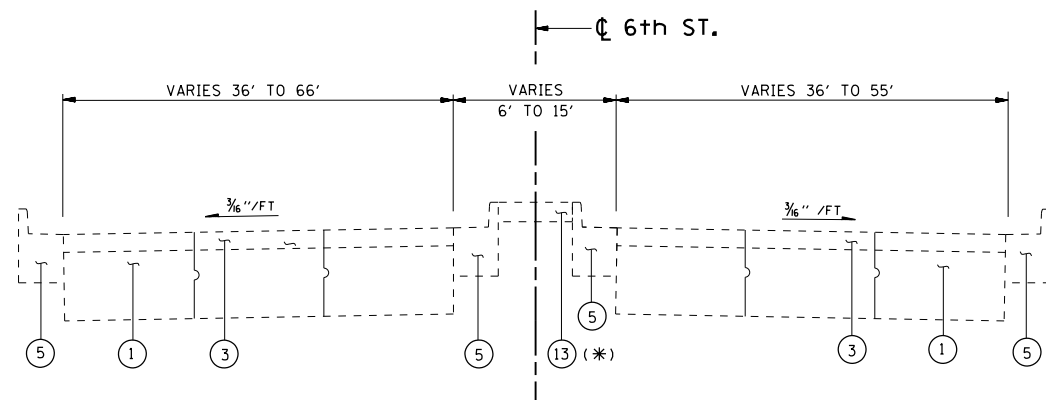
**TYPICAL SECTION**  
**STA. 82+17 TO STA. 83+26**



**TYPICAL SECTION**  
**STA. 78+43 TO STA. 79+25**



**TYPICAL SECTION**  
**STA. 83+26 TO STA. 85+59**



**TYPICAL SECTION**  
**STA. 79+25 TO STA. 81+16**

**NOTE:**  
 (\*) CENTER OF RAISED MEDIAN  
 VARIES FROM 10' LT TO 14' RT  
 OF CL SIXTH ST.

**LEGEND**

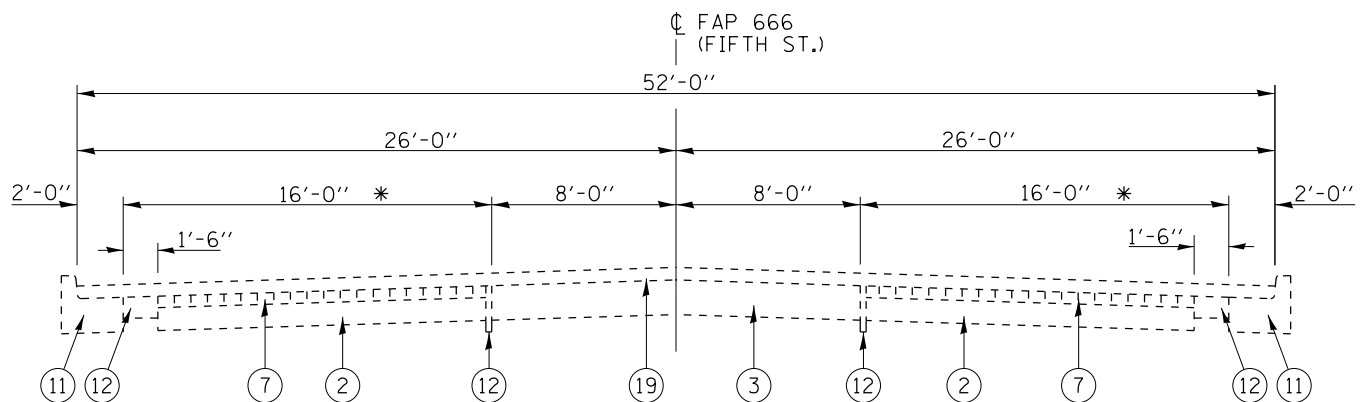
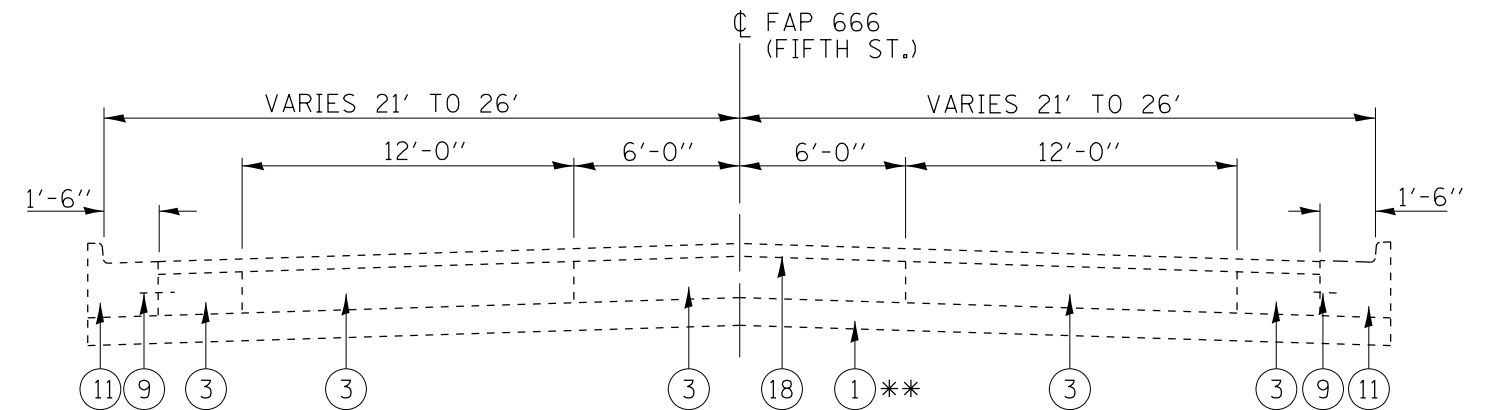
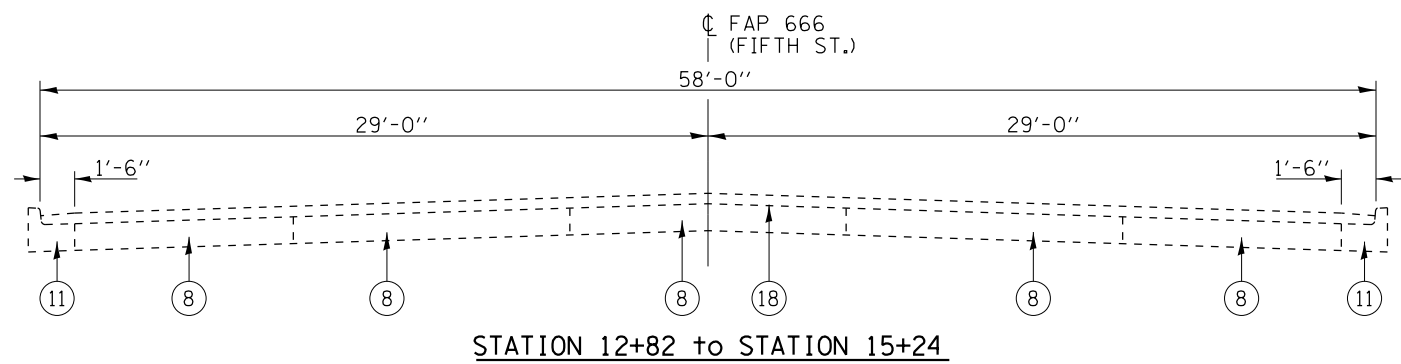
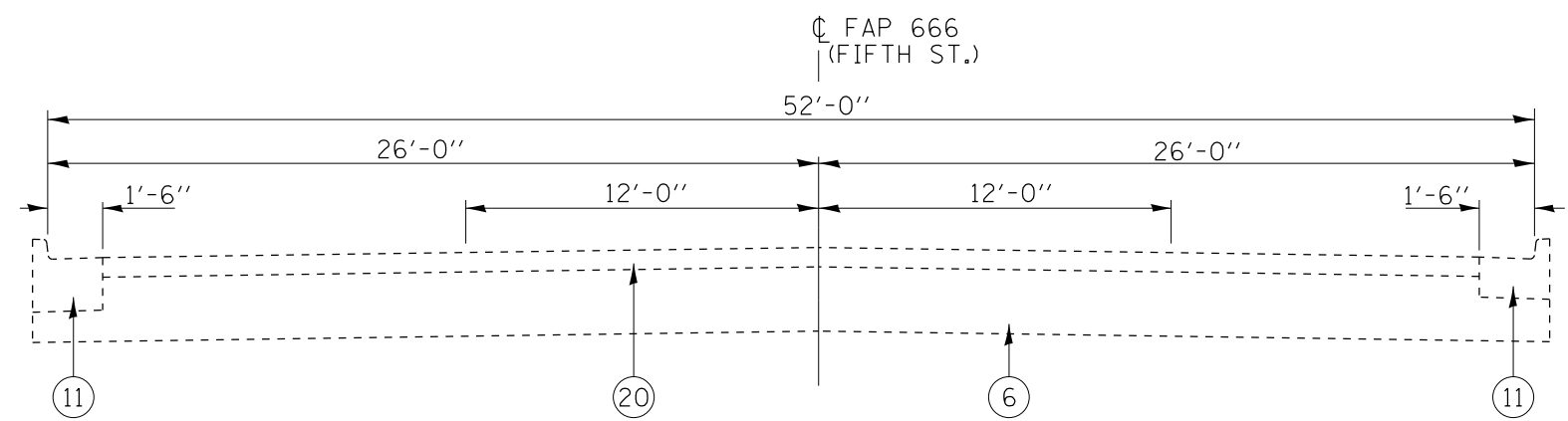
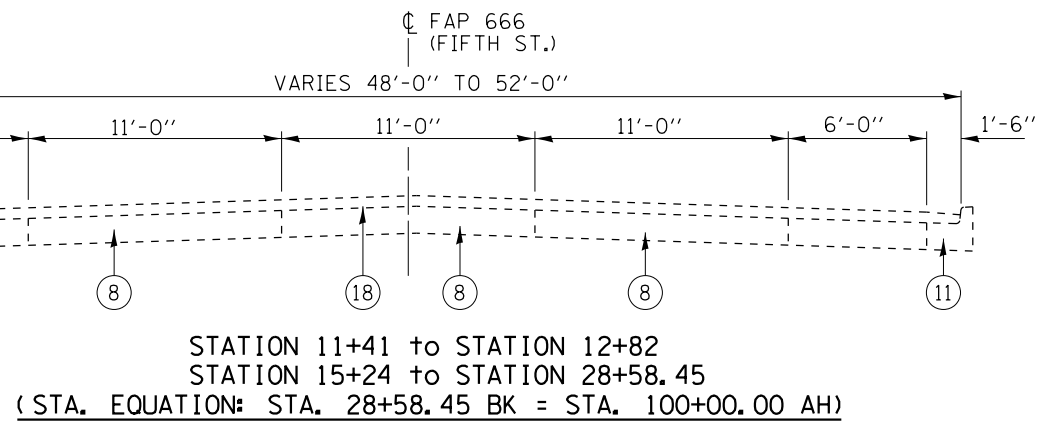
- ① EX PCC PAVEMENT, 10"
- ② EX ORIGINAL PCC PAVEMENT
- ③ EX BINDER & SURFACE COURSES
- ④ EX BITUMINOUS SHOULDER
- ⑤ EX COMBINATION CURB & GUTTER M-6.24
- ⑥ EX COMBINATION CURB & GUTTER M-6.06
- ⑦ EX COMBINATION CURB & GUTTER SPECIAL
- ⑧ EX COMBINATION CURB & GUTTER
- ⑨ EX BITUMINOUS CONCRETE BASE COURSE WIDENING
- ⑩ EX BITUMINOUS BASE COURSE
- ⑪ EX BITUMINOUS CONCRETE BASE COURSE
- ⑫ EX CORRUGATED MEDIAN
- ⑬ EX CONCRETE MEDIAN SURFACE

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	PLOT DATE = May-22-2014 04:02:05PM	DATE -	REVISED -

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

TYPICAL SECTIONS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	***	SANGAMON	19	10
			CONTRACT NO. 72H08	
ILLINOIS FED. AID PROJECT				

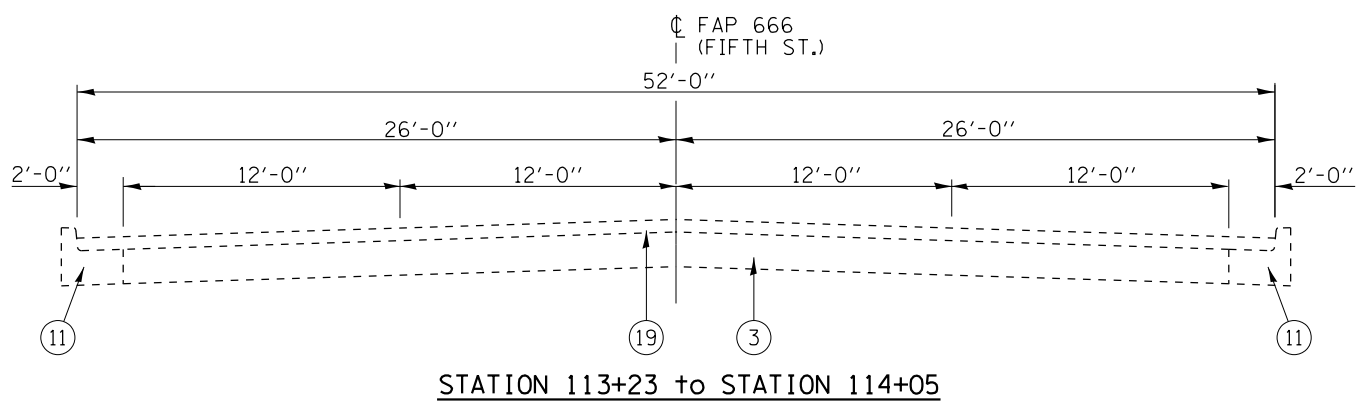


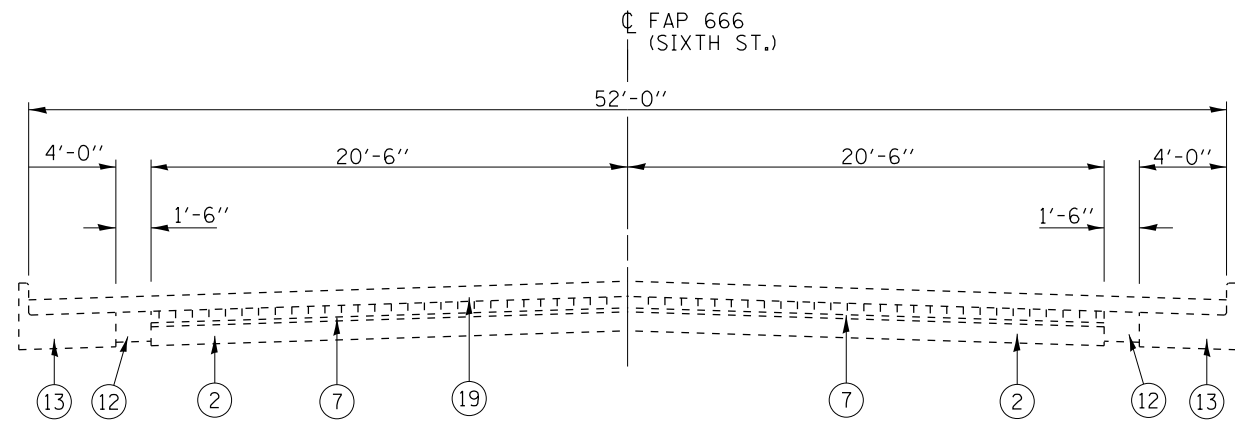
\* - EXISTING BITUMINOUS CONCRETE OVERLAY VARIES 3 1/2" TO 4" OVER THE EXISTING BRICK WEARING SURFACE. ELSEWHERE, THE EXISTING OVERLAY IS 3" FOR THIS TYPICAL.

\*\* - STA. 116+60 TO 120+25, 10"  
 STA. 120+25 TO 122+75, 6"  
 STA. 122+75 TO 126+00, 10"

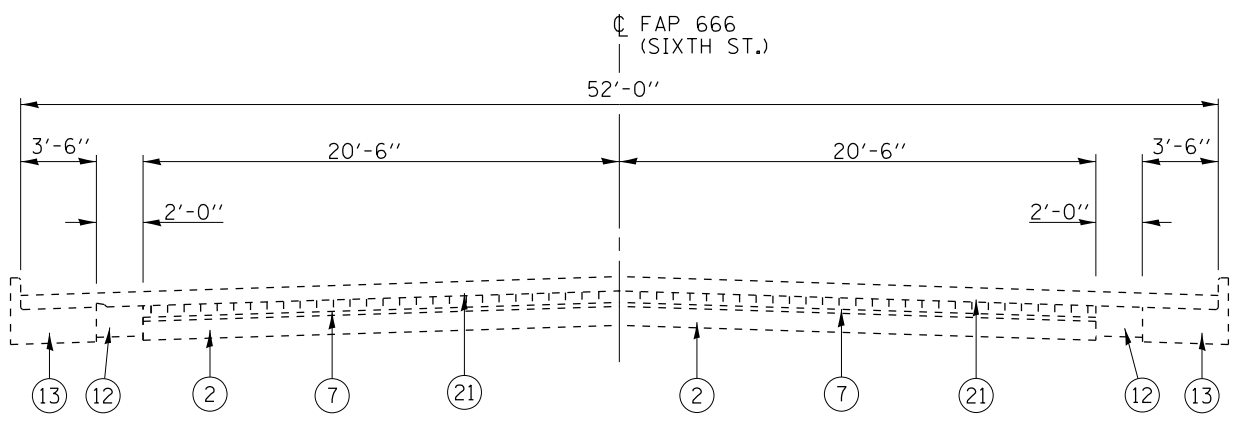
**EXISTING LEGEND**

- ① EXISTING SUB-BASE (VARIABLE DEPTH)
- ② EXISTING PCC BASE COURSE, 6"
- ③ EXISTING PCC BASE COURSE, 9"
- ④ EXISTING PCC PAVEMENT [9"-6"-9"]
- ⑤ EXISTING PCC PAVEMENT [9"-7"-9"]
- ⑥ EXISTING GRAVEL OR CRUSHED STONE BASE COURSE, TYPE A, 14"
- ⑦ EXISTING BRICK WEARING SURFACE AND SAND CUSHION (TOTAL 3" DEPTH)
- ⑧ EXISTING CBM (CEMENT BOUND MATERIAL) PAVEMENT, 7"
- ⑨ EXISTING TIE BAR, #4 AT 2'-6" CENTERS
- ⑩ EXISTING 7/8" SMOOTH BAR
- ⑪ EXISTING COMBINATION CONCRETE CURB & GUTTER
- ⑫ EXISTING CONCRETE GUTTER PAN
- ⑬ EXISTING P.C.C. CURB & BASE COURSE WIDENING, 9"
- ⑭ EXISTING WIDENING, 9"
- ⑮ EXISTING BITUMINOUS CONCRETE SURFACE, 3.25"
- ⑯ EXISTING BITUMINOUS CONCRETE SURFACE, 2"
- ⑰ EXISTING BITUMINOUS CONCRETE SURFACE, 2.5"
- ⑱ EXISTING BITUMINOUS CONCRETE SURFACE, 3"
- ⑲ EXISTING BITUMINOUS CONCRETE SURFACE, 3.5"
- ⑳ EXISTING BITUMINOUS CONCRETE SURFACE, 4.5"
- ㉑ EXISTING BITUMINOUS CONCRETE SURFACE, 5.75"
- ㉒ EXISTING PAVEMENT FABRIC

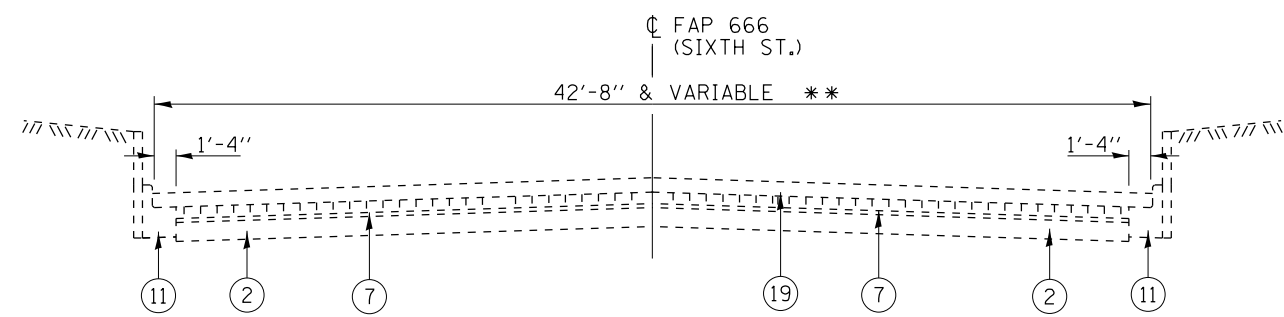




STATION 1+64 to STATION 18+00

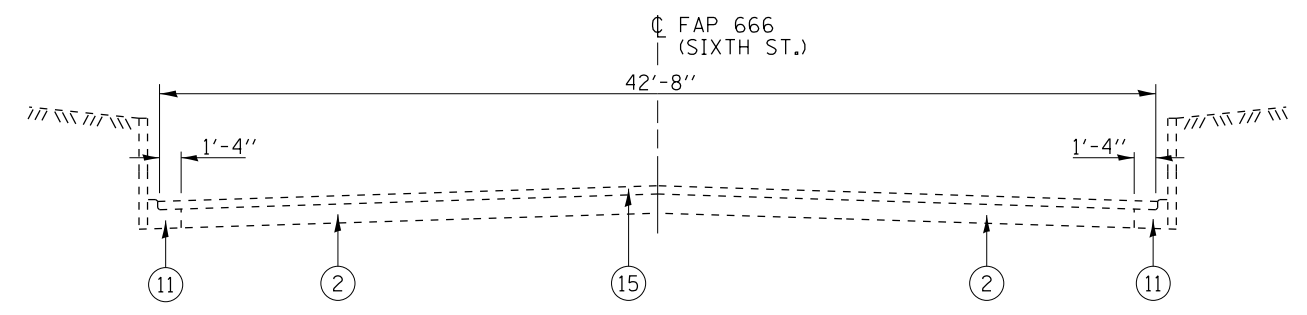


STATION 18+00 to STATION 24+08 RT.  
STATION 18+00 to STATION 24+33.60 LT.  
STATION 28+87 to STATION 34+72.20  
(STA. EQUATION: STA. 34+72.20 BK = STA. 1+82.20 AH)  
STATION 1+82.20 to STATION 3+23

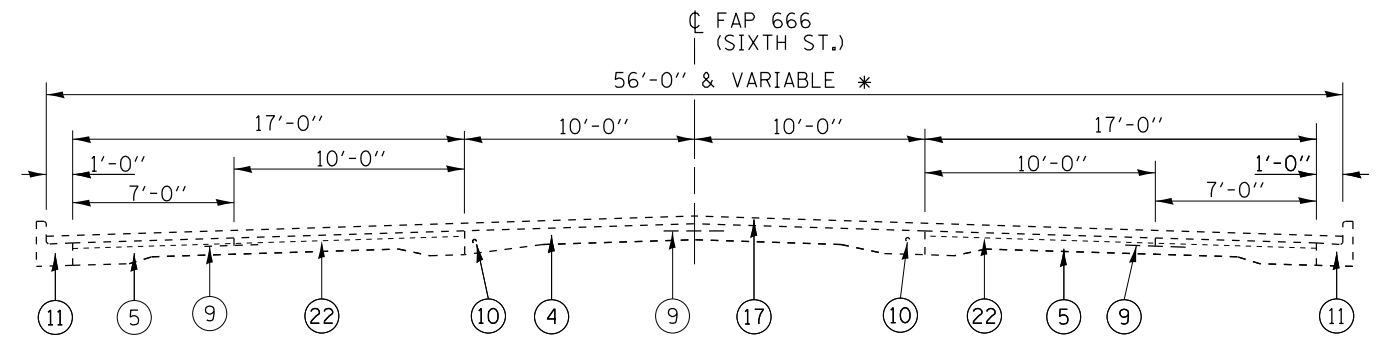


STATION 24+08 to STATION 25+58 RT.  
STATION 24+33.60 to STATION 25+58 LT.  
STATION 26+81 to STATION 28+87

\*\* FROM STA. 28+70 TO STA. 28+87  
WIDTH VARIES:  
FROM 42'-8" TO 52'-0"

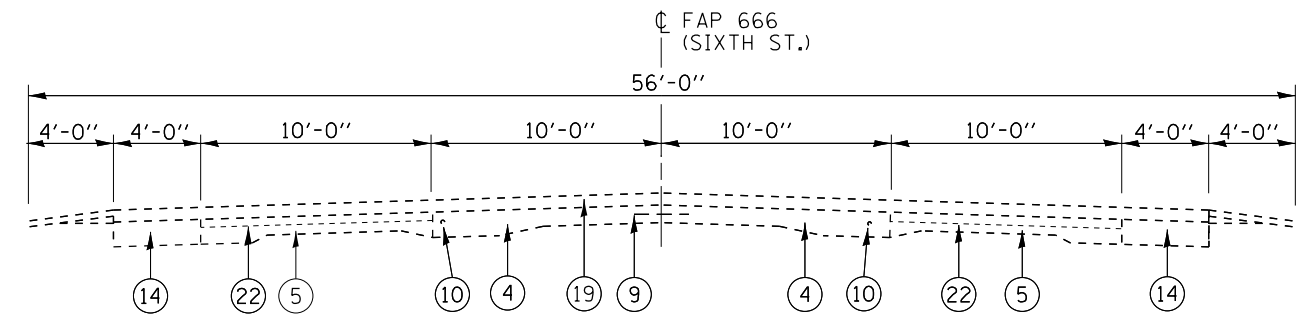


STATION 25+58 to STATION 26+81



STATION 3+23 to STATION 18+10

\* FROM STA. 17+85 to STA. 18+10  
WIDTH VARIES:  
FROM 56'-0" TO 48'-0"



STATION 18+10 to STATION 22+32.58  
(STA. EQUATION: STA. 22+32.58 BK = STA. 5+76.23 AHD)  
STATION 5+76.23 to STA. 6+03

**EXISTING LEGEND**

- |  |   |
|--|---|
| ① EXISTING SUB-BASE (VARIABLE DEPTH)                               | ⑪ EXISTING COMBINATION CONCRETE CURB & GUTTER     |
| ② EXISTING PCC BASE COURSE, 6"                                     | ⑫ EXISTING CONCRETE GUTTER PAN                    |
| ③ EXISTING PCC BASE COURSE, 9"                                     | ⑬ EXISTING P.C.C. CURB & BASE COURSE WIDENING, 9" |
| ④ EXISTING PCC PAVEMENT [9"-6"-9"]                                 | ⑭ EXISTING WIDENING, 9"                           |
| ⑤ EXISTING PCC PAVEMENT [9"-7"-9"]                                 | ⑮ EXISTING BITUMINOUS CONCRETE SURFACE, 3.25"     |
| ⑥ EXISTING GRAVEL OR CRUSHED STONE BASE COURSE, TYPE A, 14"        | ⑯ EXISTING BITUMINOUS CONCRETE SURFACE, 2"        |
| ⑦ EXISTING BRICK WEARING SURFACE AND SAND CUSHION (TOTAL 3" DEPTH) | ⑰ EXISTING BITUMINOUS CONCRETE SURFACE, 2.5"      |
| ⑧ EXISTING CBM (CEMENT BOUND MATERIAL) PAVEMENT, 7"                | ⑱ EXISTING BITUMINOUS CONCRETE SURFACE, 3"        |
| ⑨ EXISTING TIE BAR, #4 AT 2'-6" CENTERS                            | ⑲ EXISTING BITUMINOUS CONCRETE SURFACE, 3.5"      |
| ⑩ EXISTING 7/8" SMOOTH BAR   | ⑳ EXISTING BITUMINOUS CONCRETE SURFACE, 4.5"      |
|  | ㉑ EXISTING BITUMINOUS CONCRETE SURFACE, 5.75"     |
|  | ㉒ EXISTING PAVEMENT FABRIC                        |

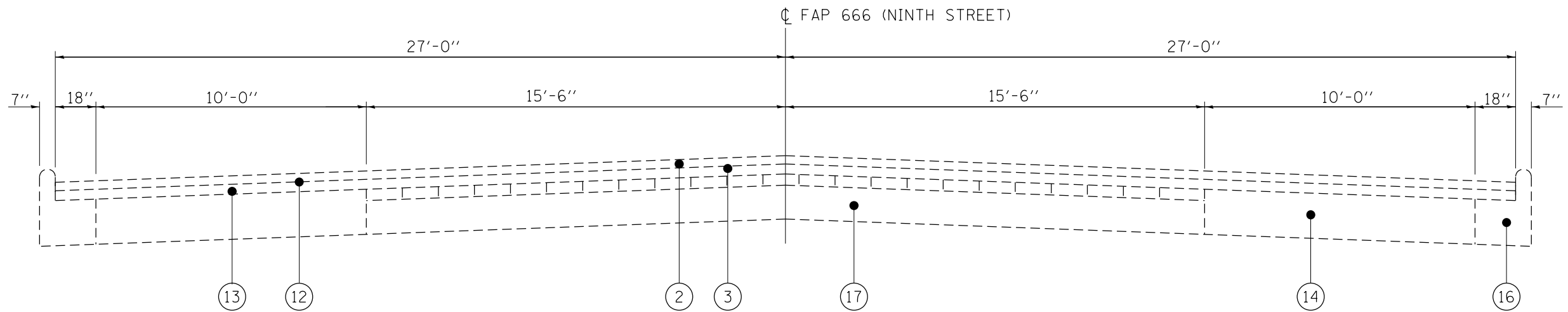
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	PLOT DATE = May-22-2014 04:02:05PM	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 666	SECTION ***	COUNTY SANGAMON	TOTAL SHEETS 19	SHEET NO. 12
CONTRACT NO. 72H08			ILLINOIS FED. AID PROJECT	

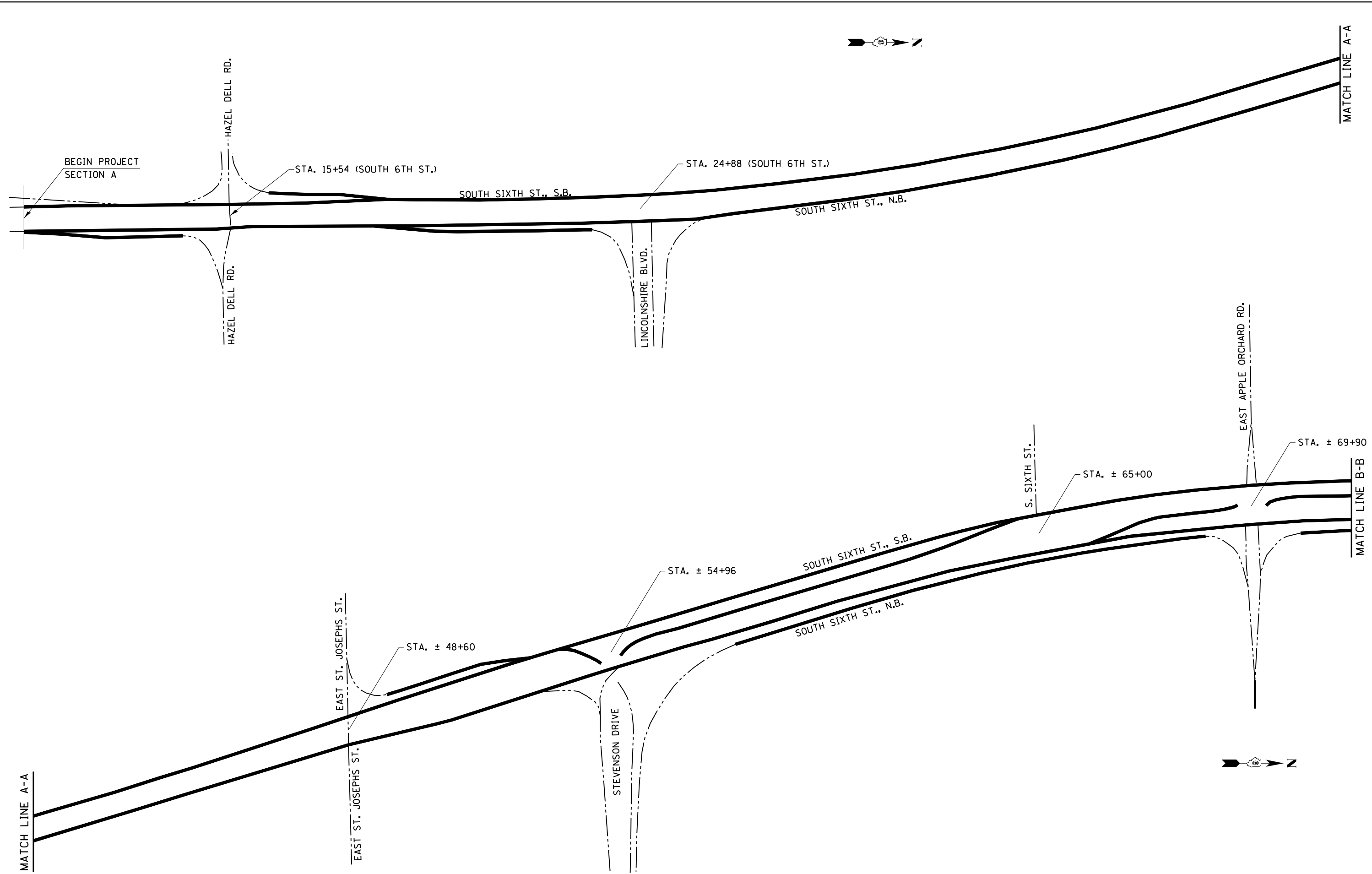


**FAP 666 (NINTH STREET)**  
 STA. 6+00.00 TO STA 12+61.50  
 CARPENTER ST. TO JUST SOUTH OF REYNOLDS ST.

EXISTING LEGEND

- ② EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 1 1/2 "
- ③ EXISTING LEVELING BINDER (MACHINE METHOD), N70 3/4 "
- ⑫ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, MIX "E", CLASS 1, TYPE 2, 1 1/2"
- ⑬ EXISTING BITUMINOUS RESURFACING, 1 1/2"
- ⑭ EXISTING P.C.C. PAVEMENT, 8"
- ⑯ EXISTING CONCRETE CURB AND GUTTER
- ⑰ EXISTING BRICK PAVEMENT OVER 6" CONC. BASE

FILE NAME =	USER NAME = sparksgw	DESIGNED - MOK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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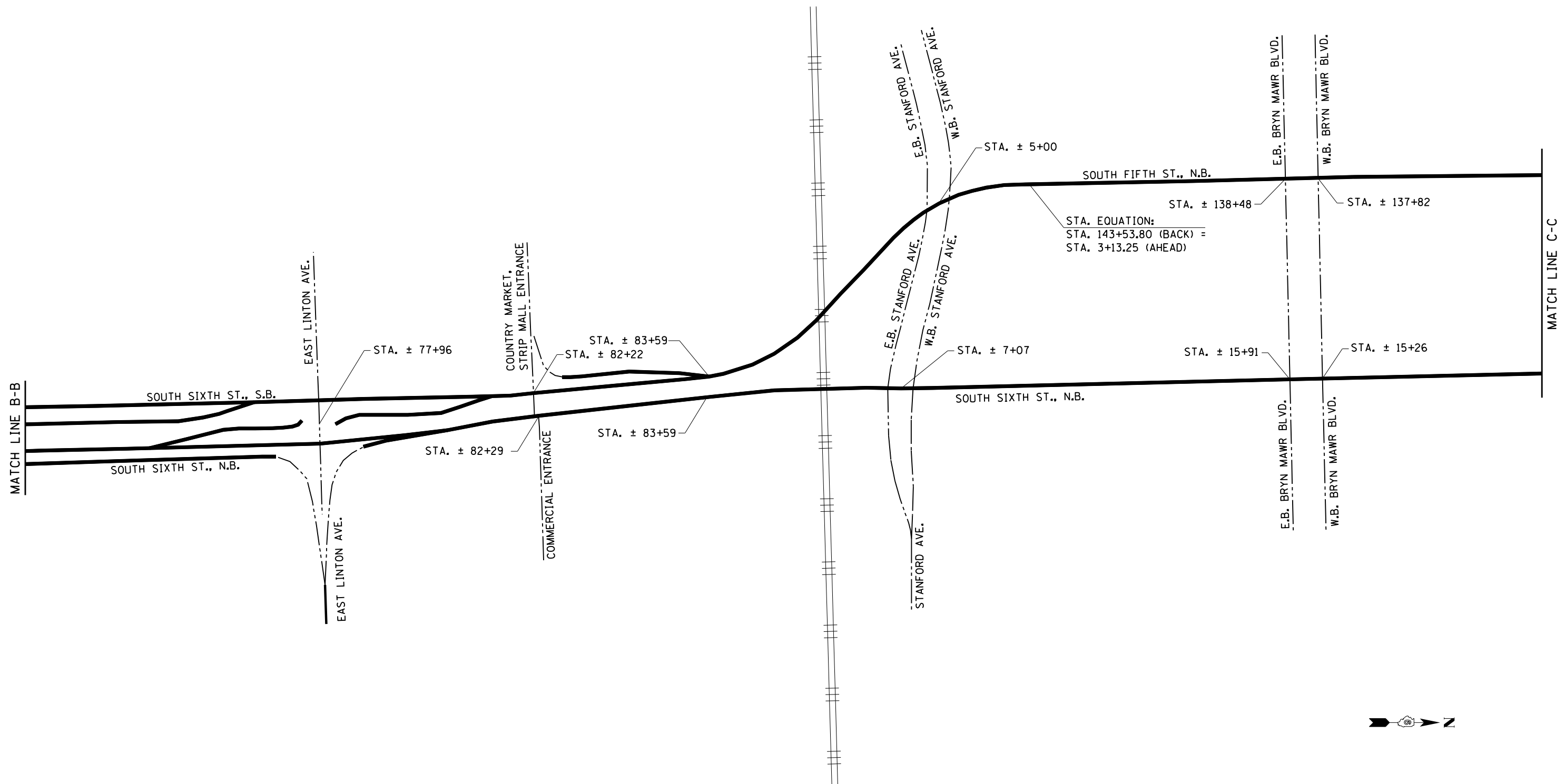


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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PLAN SHEETS</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	***	SANGAMON	19	14
			CONTRACT NO. 72H08	
ILLINOIS FED. AID PROJECT				



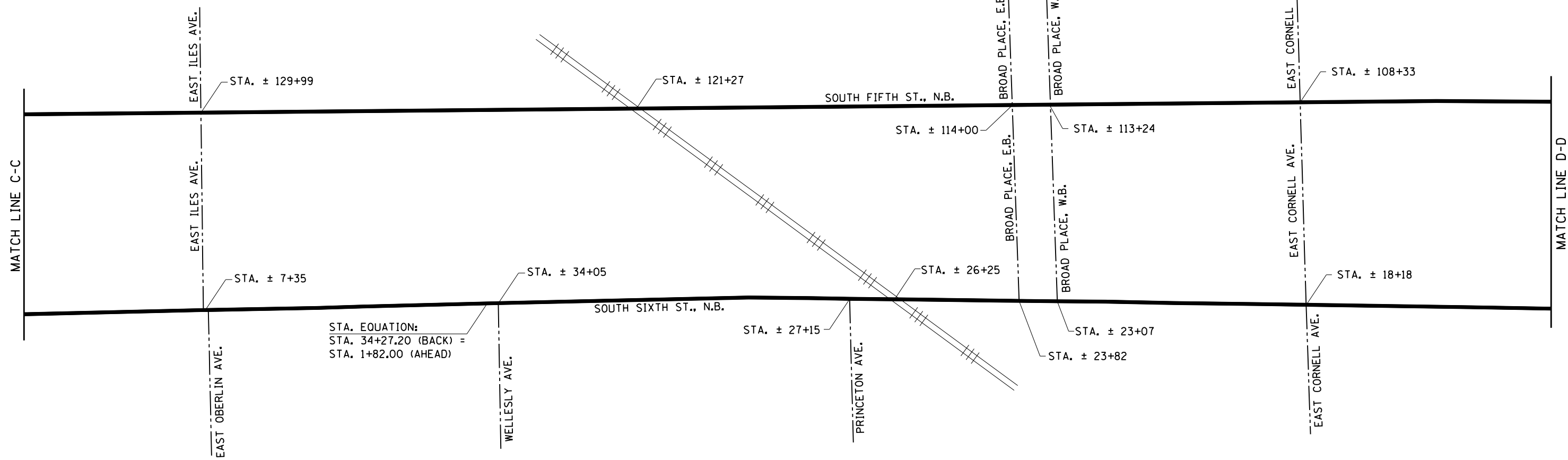
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEETS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	***	SANGAMON	19	15
CONTRACT NO. 72H08			ILLINOIS FED. AID PROJECT	

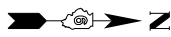
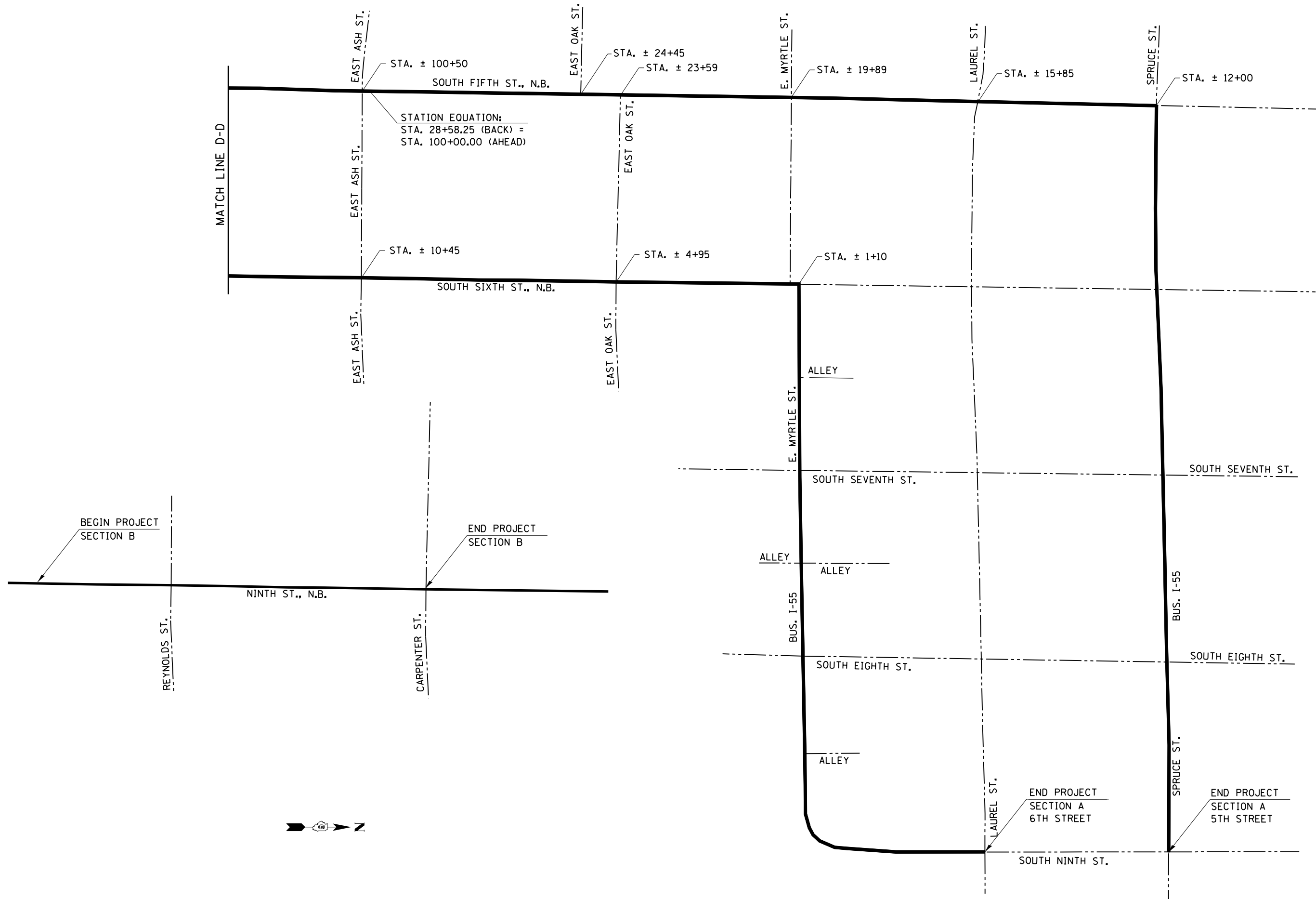


STA. EQUATION:  
 STA. 34+27.20 (BACK) =  
 STA. 1+82.00 (AHEAD)



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	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -					CONTRACT NO. 72H08				
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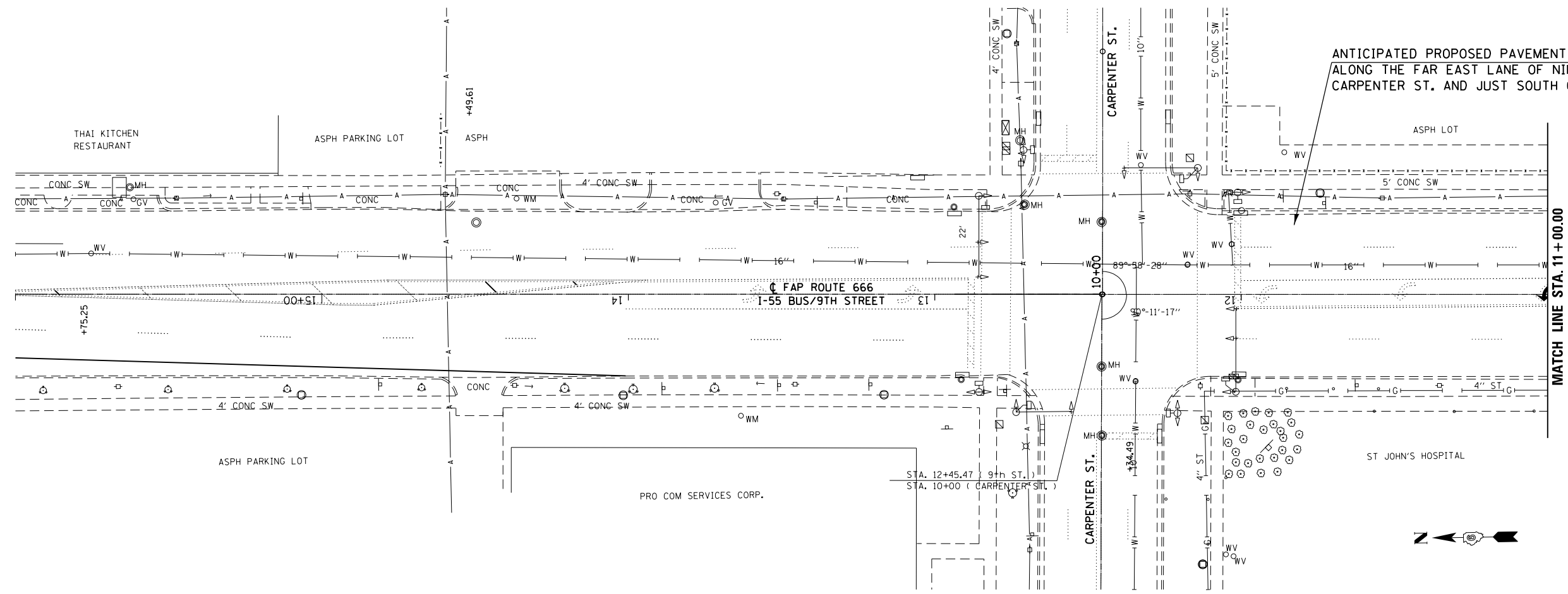


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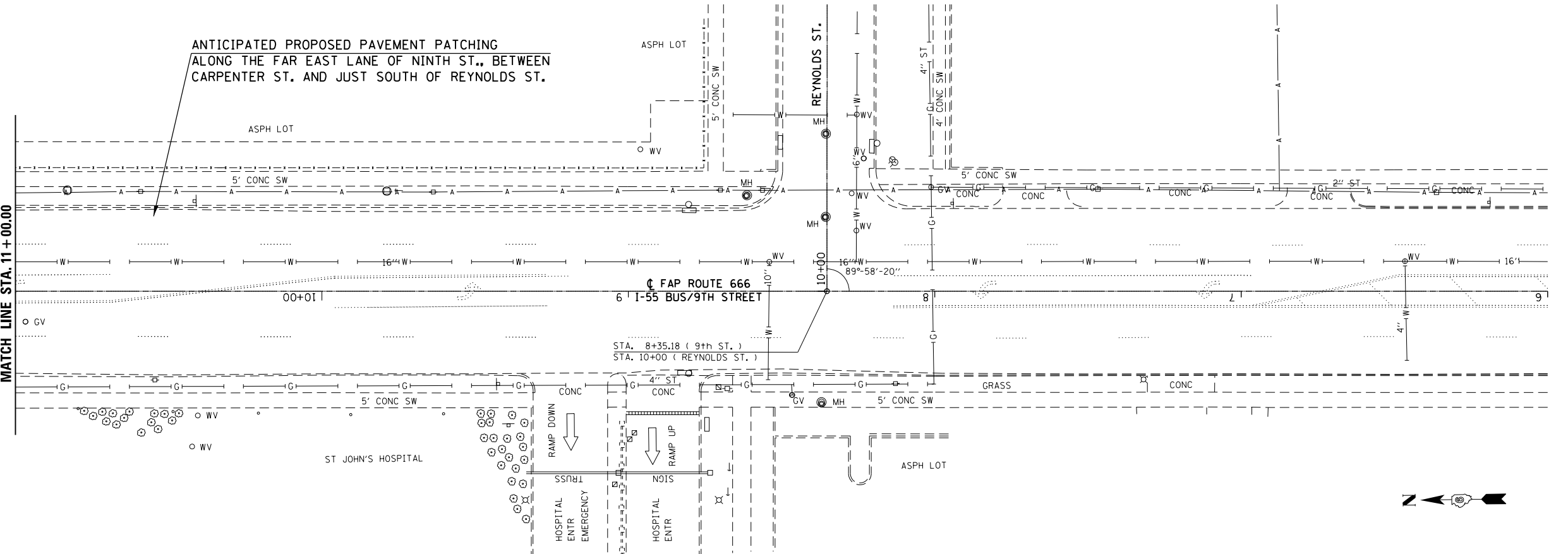
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>PLAN SHEETS</b>			
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	***	SANGAMON	19	17
CONTRACT NO. 72H08			ILLINOIS FED. AID PROJECT	



ANTICIPATED PROPOSED PAVEMENT PATCHING  
ALONG THE FAR EAST LANE OF NINTH ST., BETWEEN  
CARPENTER ST. AND JUST SOUTH OF REYNOLDS ST.

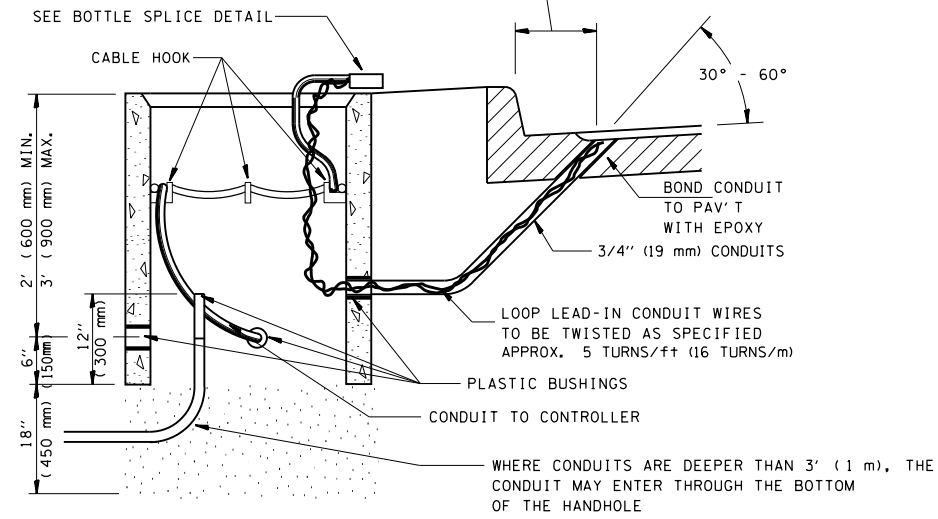


ANTICIPATED PROPOSED PAVEMENT PATCHING  
ALONG THE FAR EAST LANE OF NINTH ST., BETWEEN  
CARPENTER ST. AND JUST SOUTH OF REYNOLDS ST.

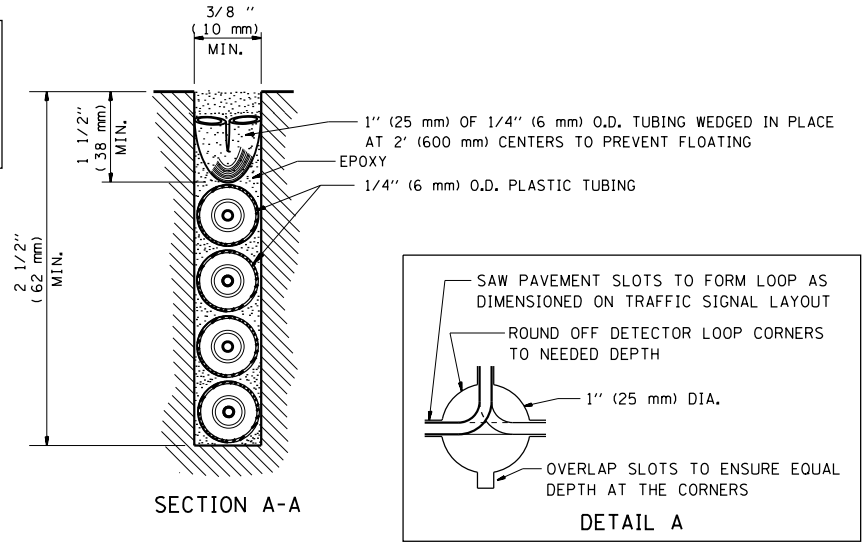
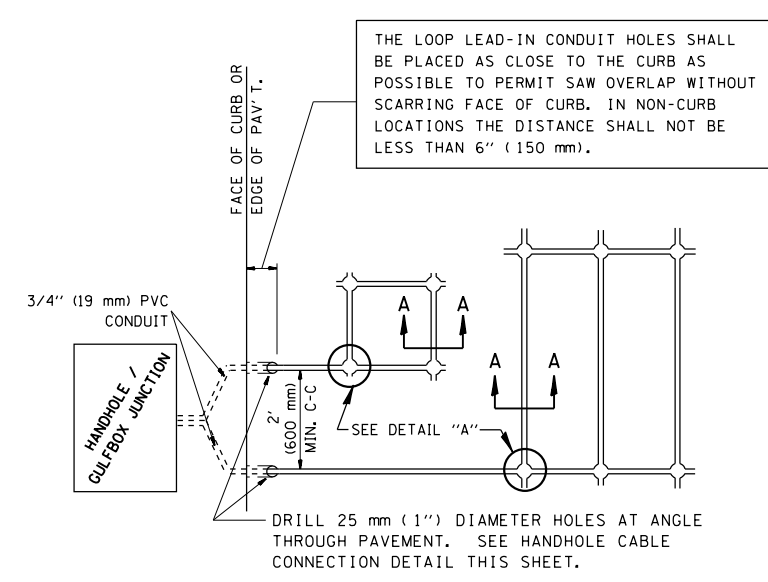
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Default	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	
	PLOT DATE = May-22-2014 04:02:10PM	DATE -	REVISED -		*** DG SPRING RD REPAIR 2014-6								

LENGTH OF SLACK FOR LOOP LEAD-INS SHALL PROVIDE FOR MAKING THE SPLICE ON TOP OF THE HANDHOLE AND ONE COMPLETE LOOP OF THE INTERIOR OF THE HANDHOLE, THE SPLICE SHALL BE SUPPORTED BY A CABLE HOOK.

THE LOOP LEAD-IN CONDUIT HOLES SHALL BE PLACED AS CLOSE TO THE CURB AS POSSIBLE TO PERMIT SAW OVERLAP WITHOUT SCARRING FACE OF CURB. IN NON-CURB LOCATIONS THE DISTANCE SHALL NOT BE LESS THAN 6" (150 mm).

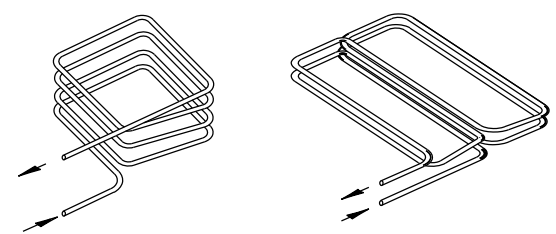


**HANDHOLE CABLE CONNECTIONS**



**PAVEMENT SAWING DETAIL FOR TUBE ENCASED DETECTOR LOOP WIRE**

**DETECTOR LOOP QUADRUPOLE LOOP**

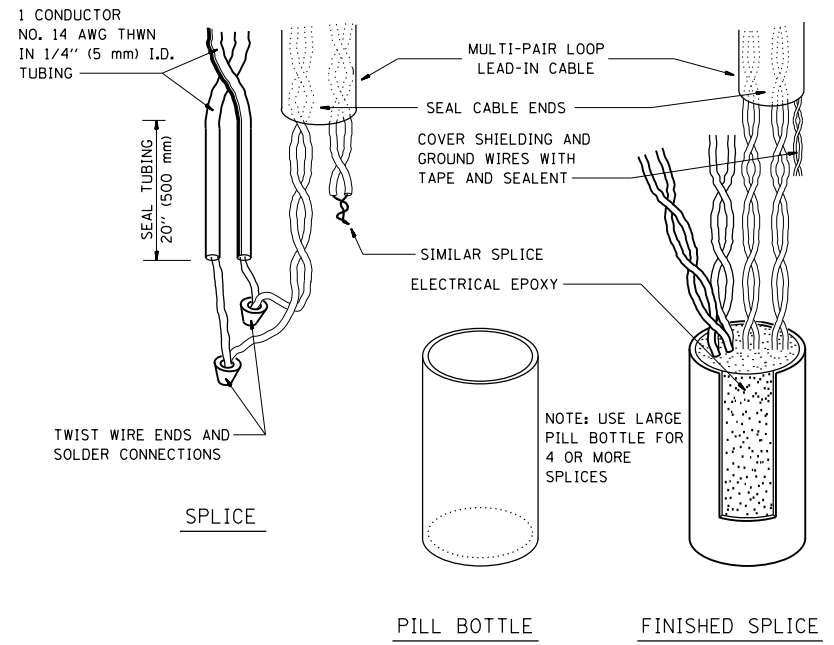
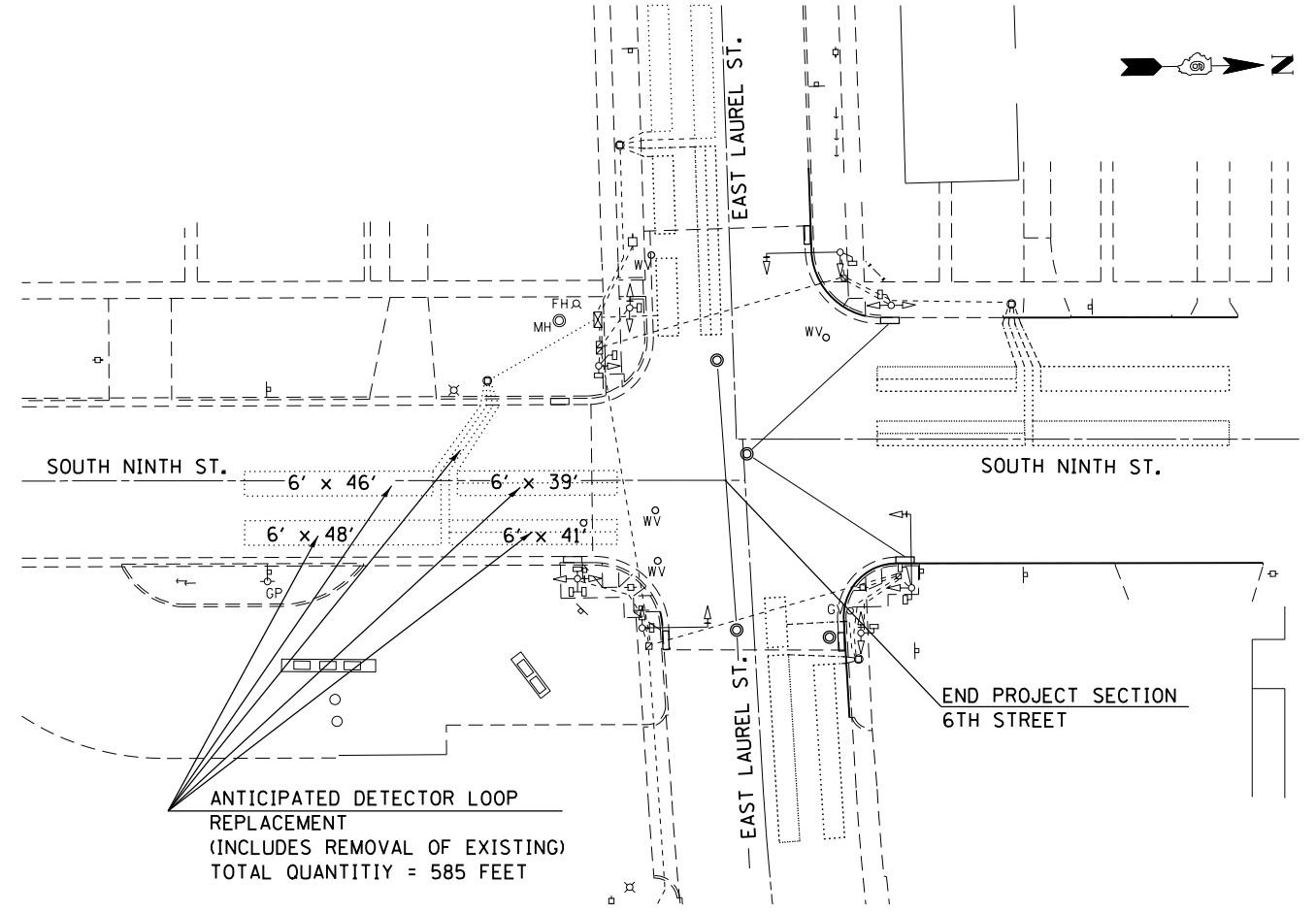


INSTALLING THE LOOP WIRE:  
THE NEGATIVE LEAD SHALL BE CONNECTED TO THE BLACK CONDUCTOR OF A PAIR OF CONDUCTORS IN THE LEAD-IN CABLE AND THE POSITIVE LEAD SHALL BE CONNECTED TO THE COLOR-CODED CONDUCTOR OF THE CABLE PAIR.

**DETECTOR LOOP WIRE INSTALLATION**

**DETECTOR NOTES:**

1. THE DETECTOR LOOP SHALL BE CENTERED IN THE LANE IN WHICH IT IS SHOWN. ANY ADJUSTMENTS ARE TO BE MADE ONLY AT THE DIRECTION OF THE ENGINEER.
2. THE DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. ACCEPTANCE OF THE LOOPS AS METERED SHALL BE DETERMINED BY THE ENGINEER.
4. ALL DETECTOR WIRES SHALL BE MARKED WITH WATERPROOF LABELS USING THE WIRING IDENTIFICATION SHOWN ON THE PLANS. THE + AND - OF EACH LOOP MUST BE USED TO IDENTIFY CURRENT FLOW. ALWAYS CONNECT THE BLACK WIRE OF EACH PAIR TO THE NEGATIVE (-) LOOP WIRE.
5. ALL QUADRUPOLE LOOPS SHALL BE 2-4-2 DESIGN.



**BOTTLE SPLICE DETAIL**