

**INDEX OF SHEETS**

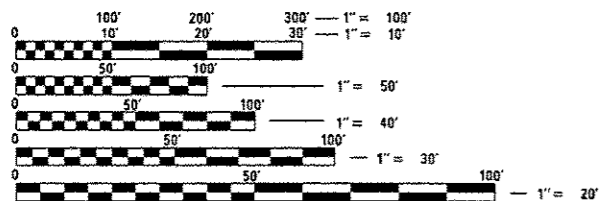
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**HIGHWAY STANDARDS**

001001-02	701602-07
001006	701701-09
442201-03	701901-04
701601-09	886001-01

**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**

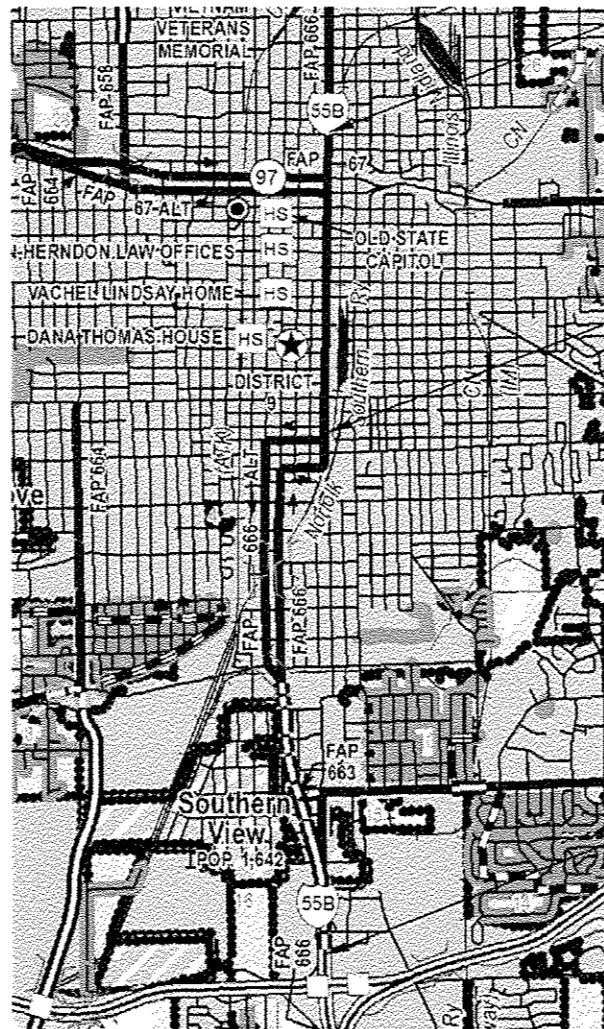
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

**PLANS FOR PROPOSED**  
**CONTRACT MAINTENANCE**

**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**

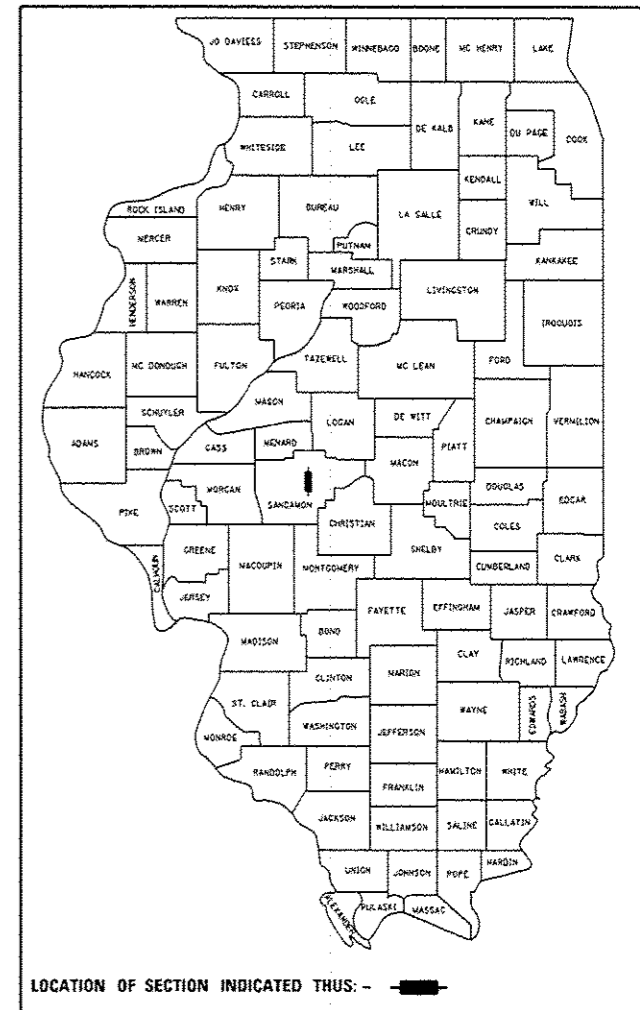
**PROJECT SECTION BEGINS, ENDS**  
(9TH STREET, JUST SOUTH  
OF CARPENTER STREET TO JUST  
SOUTH OF REYNOLDS STREET)

**PROJECT SECTION ENDS**  
(5TH & 6TH STREETS)

**PROJECT SECTION BEGINNING**  
(5TH & 6TH STREETS)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	(110X)I-2, (SP-Z)I-1	SANGAMON	29	1
		ILLINOIS	CONTRACT NO. 72H08	

D-96-079-14



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED October 30, 2014  
Ryan J. Durbell  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Jan 30, 2015  
John D. Baranzoli, P.E.  
ENGINEER OF DESIGN AND ENVIRONMENT

Jan 30, 2015  
Omer Osman, P.E.  
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 PREFORMED, 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. THE WORK PROPOSED IN THIS PROJECT IS LIMITED TO THE TRAFFIC LANES ALONG FIFTH AND SIXTH STREETS THAT FALL WITHIN THE STATE'S JURISDICTION. STATE JURISDICTION LIMITS AS STATED IN RECENT AGREEMENTS WITH THE CITY OF SPRINGFIELD ARE AS FOLLOWS:  
STATE MAINTANANCE FOR FIFTH STREET:  
 SPRUCE ST. TO ASH ST. - 3 THRU TRAFFIC LANES, 2 EAST OF CENTER LINE & 1 WEST OF CENTER LINE (CITY/STATE AGREEMENT, 1988)  
 LAUREL ST. TO JUST NORTH OF STANFORD AVE. - 3 CENTER THRU TRAFFIC LANES (CITY/STATE AGREEMENT, 1988)  
 SPRUCE ST. TO LAUREL ST. - 3 THRU TRAFFIC LANES, 2 EAST OF CENTER LINE & 1 WEST OF CENTER LINE (CITY/STATE AGREEMENT, 2001)  
 LAUREL ST. TO JUST SOUTH OF BRYN MAWR - 3 CENTER THRU TRAFFIC LANES (CITY/STATE AGREEMENT, 2001)  
STATE MAINTANANCE FOR SIXTH STREET:  
 MYRTLE ST. TO STANFORD AVE. - 3 CENTER THRU TRAFFIC LANES (CITY/STATE AGREEMENT, 2001)  
 STANFORD AVE. TO HAZEL DEL RD. - ALL THRU TRAFFIC LANES, NORTHBOUND & SOUTHBOUND
9. HIGHWAY TRAFFIC CONTROL AND PROTECTION STANDARD 701601 SHALL BE UTILIZED FOR THE 5TH AND 6TH STREETS PROJECT SECTIONS. HIGHWAY TRAFFIC CONTROL AND PROTECTION STANDARD 701602 SHALL BE UTILIZED FOR THE PROJECT SECTION ALONG 9TH STREET, JUST SOUTH OF CARPENTER STREET TO JUST SOUTH OF REYNOLDS STREET.
10. UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
11. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED TO CALCULATE THE PLAN QUANTITIES:  
 BITUMINOUS MATERIALS (PRIME COAT) 0.00038 TON/SQ. YD. (ON PAVEMENT)  
 BITUMINOUS MATERIALS (PRIME COAT) 0.001425 TON/SQ. YD. (ON AGG.)  
 AGGREGATE PRIME COAT 0.002 TON/SQ. YD.  
 BITUMINOUS CONCRETE SURFACE / BINDER 0.056 TON/SQ. YD. PER 1"  
 AGGREGATE MATERIAL 2.05 TON/CU. YD.

**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:	OC/OA

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:	OC/OA

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

NOTE: A DEPTH OF 2" AND A WIDTH OF 2'-0" IS USED FOR LONGITUDINAL PARTIAL DEPTH PATCHING.

DISTRICT SIX	
EXAMINED	OCTOBER 30 <sup>th</sup> 20 14
	<i>John C. Wagoner</i>
	OPERATIONS ENGINEER
EXAMINED	October 30 20 14
	<i>Ron Archambeau</i>
	PROJECT IMPLEMENTATION ENGINEER
EXAMINED	October 30 20 14
	<i>Jeff P. Meyer</i>
	PROGRAM DEVELOPMENT ENGINEER





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	14.0		27.0							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							
SUB TOTALS:	179.0		329.0	241.0	67.0	467.0	173.6	1090.0	27.1	26.0
FINAL PLAN TOTALS (25% INCREASE, EACH PAY ITEM):	223.8		411.3	301.3	83.8	583.8	217.0	1362.5	33.9	32.5

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	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS
	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
TOTALS:	36.0	64.0	488.0	254.0	166.2	2510.0	62.6	27.0
FINAL PLAN TOTALS (25% INCREASE, EACH PAY ITEM)	45.0	80.0	610.0	317.5	207.8	3137.5	78.3	33.8

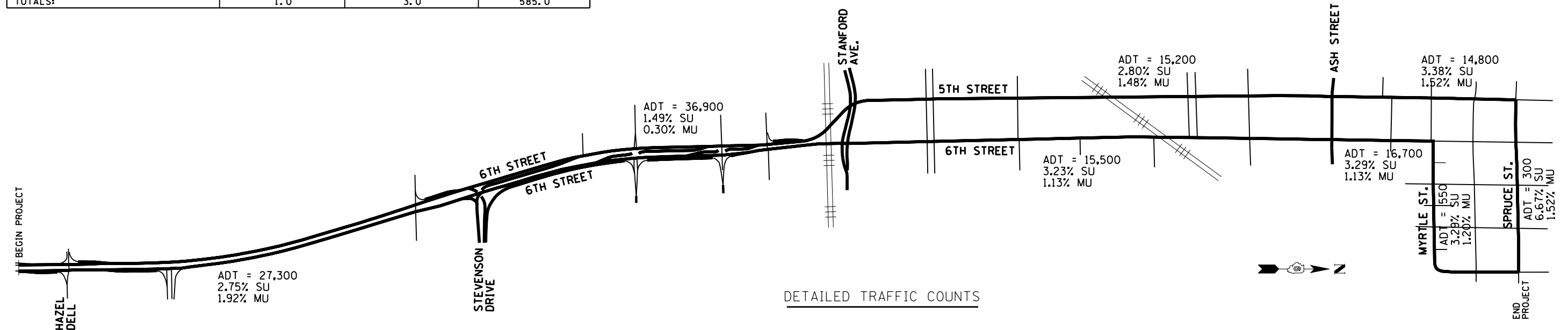
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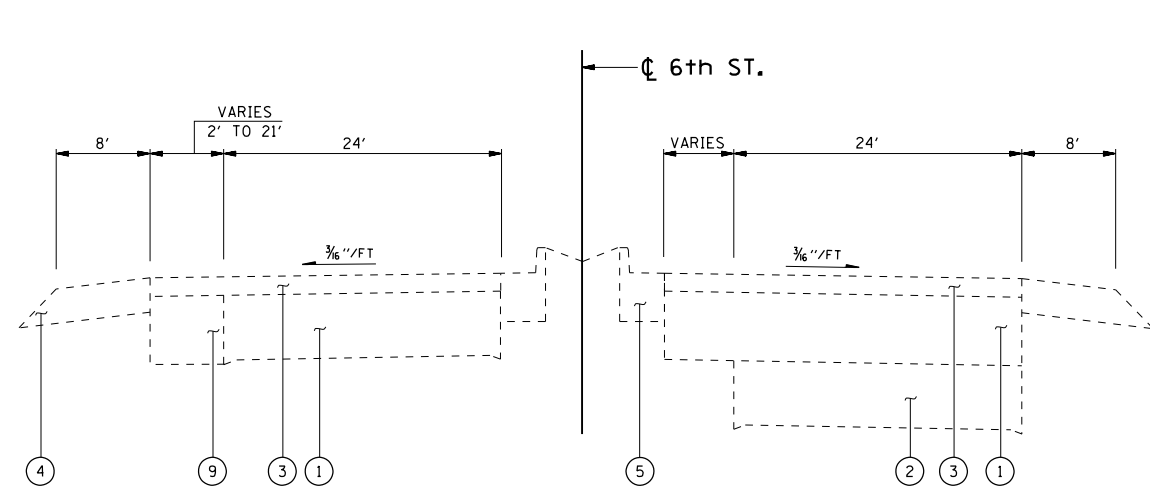
A 2'-0" WIDTH REMOVAL OF EXISTING PAVEMENT (CENTERED ABOUT EXISTING PAVEMENT CRACKING) SHALL BE CALLED FOR WHERE LONGITUDINAL PARTIAL DEPTH REMOVAL, 2" IS PROPOSED.

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.

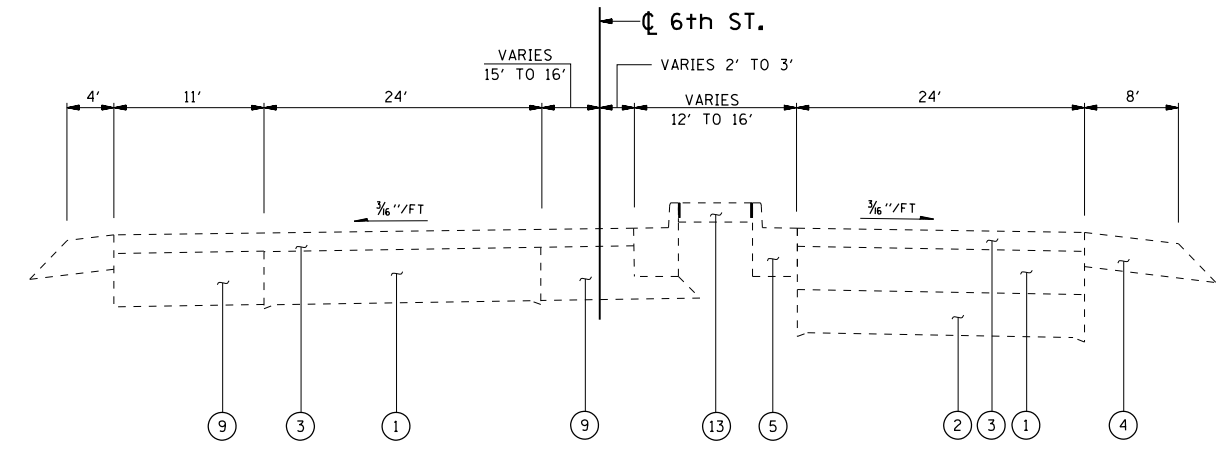
A 25% INCREASE HAS BEEN ADDED TO ALL FINAL PATCHING QUANTITIES DUE TO CHANGING FIELD CONDITIONS.

BUSINESS LOOP I - 55 MISCELLANEOUS REPAIR			
LOCATION	MANHOLES TO BE ADJUSTED	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	DETECTOR LOOP, TYPE I
	60255500	56500600	88600100
	EACH	EACH	FOOT
NORTHBOUND BUS. I-55			
Stanford Avenue to Ash Street		3.0	
Myrtle Street to Laurel Street			585.0
SOUTHBOUND BUS. I-55			
Ash Street to Stanford Avenue	1.0		
TOTALS:	1.0	3.0	585.0

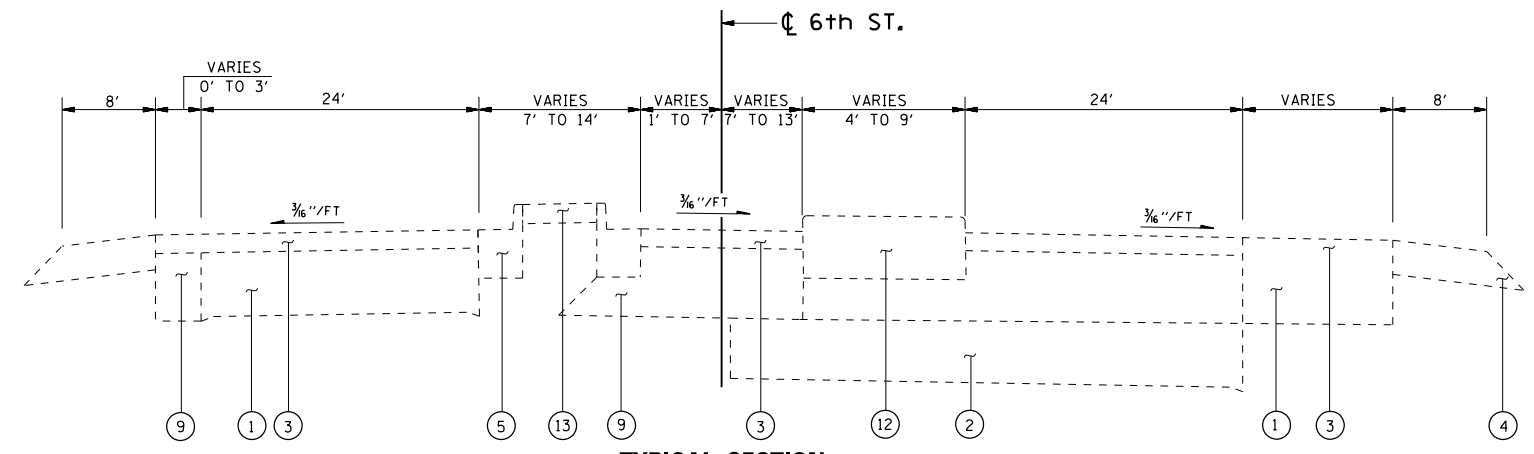




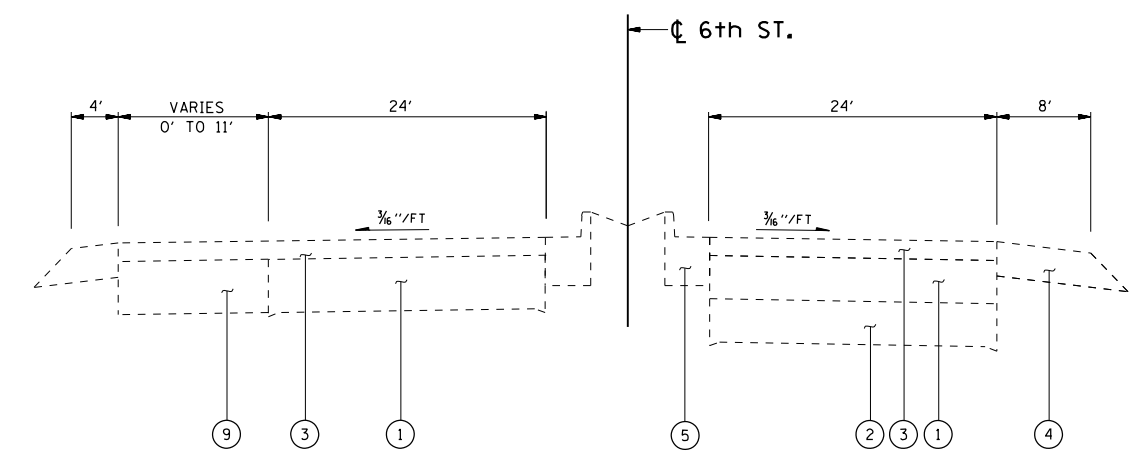
**TYPICAL SECTION**  
**STA. 9+81.52 TO STA. 13+45 LT**  
**STA. 9+81.52 TO STA. 13+95 RT**



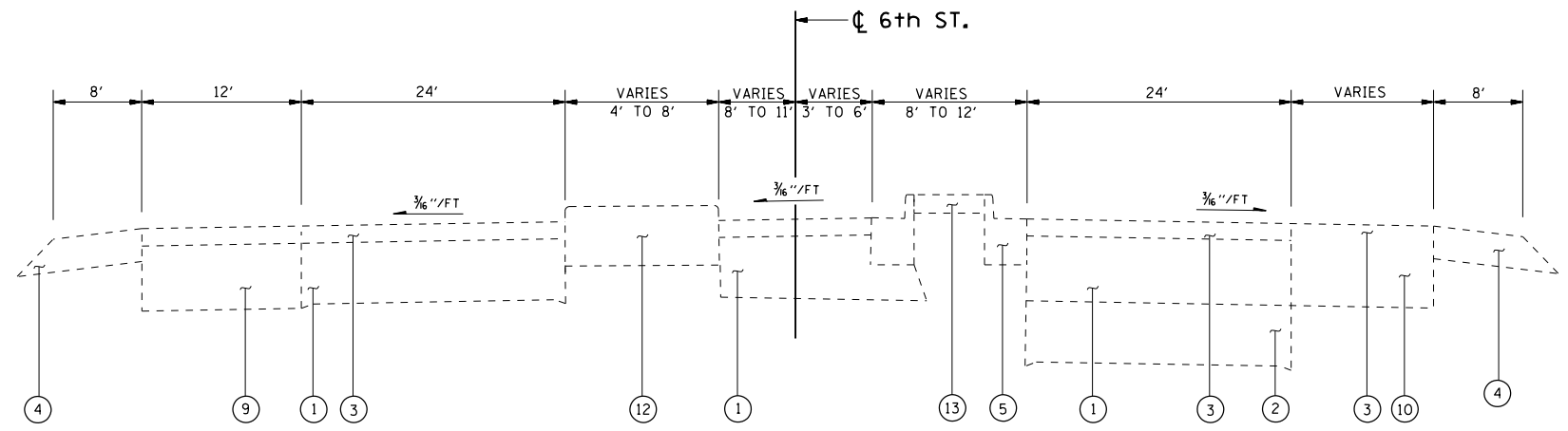
**TYPICAL SECTION**  
**STA. 17+07 TO STA. 18+31**



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



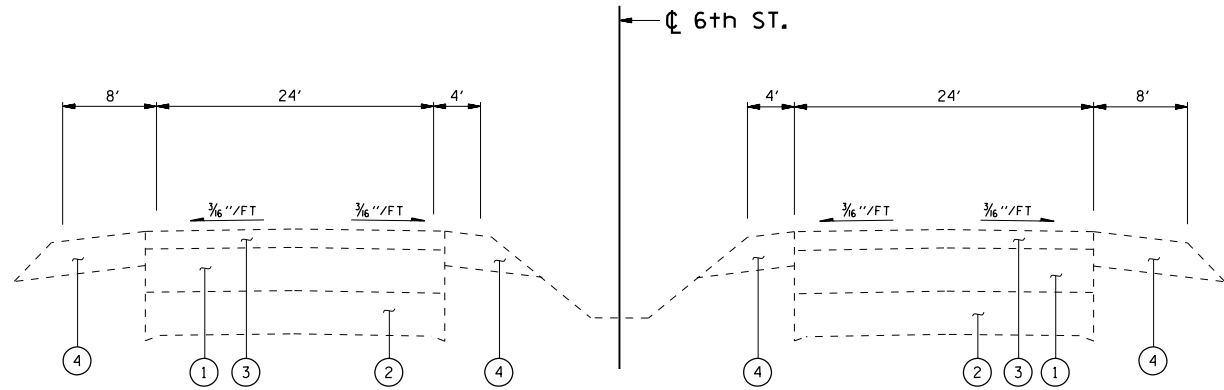
**TYPICAL SECTION**  
**STA. 18+31 TO STA. 20+88**



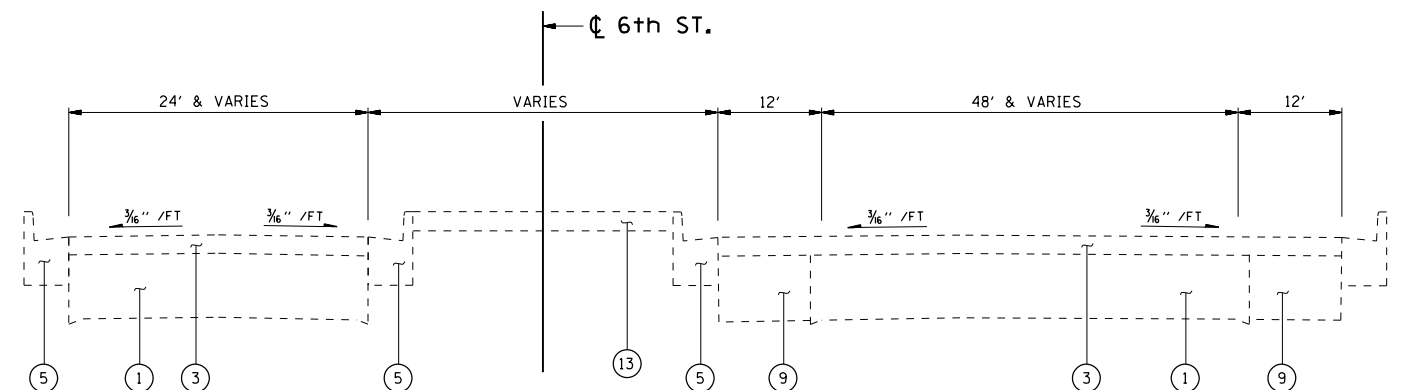
**TYPICAL SECTION**  
**STA. 16+17 TO STA. 17+07**

- 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

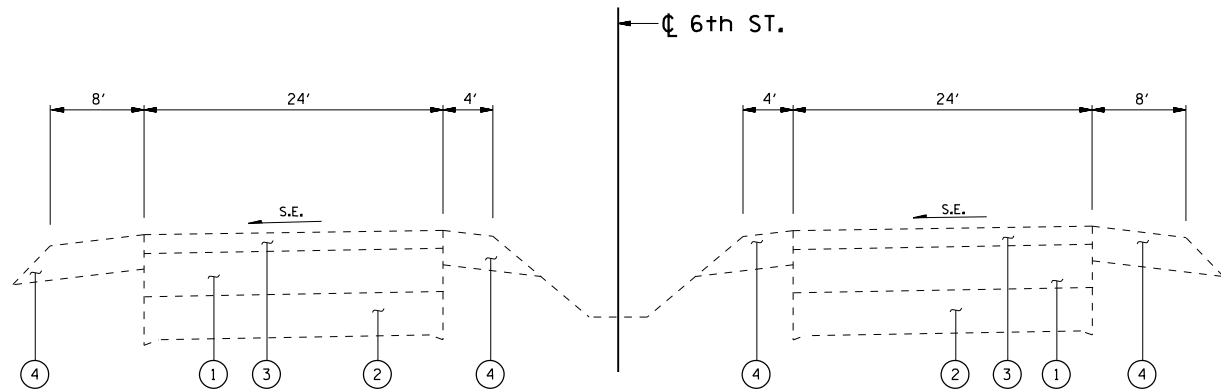
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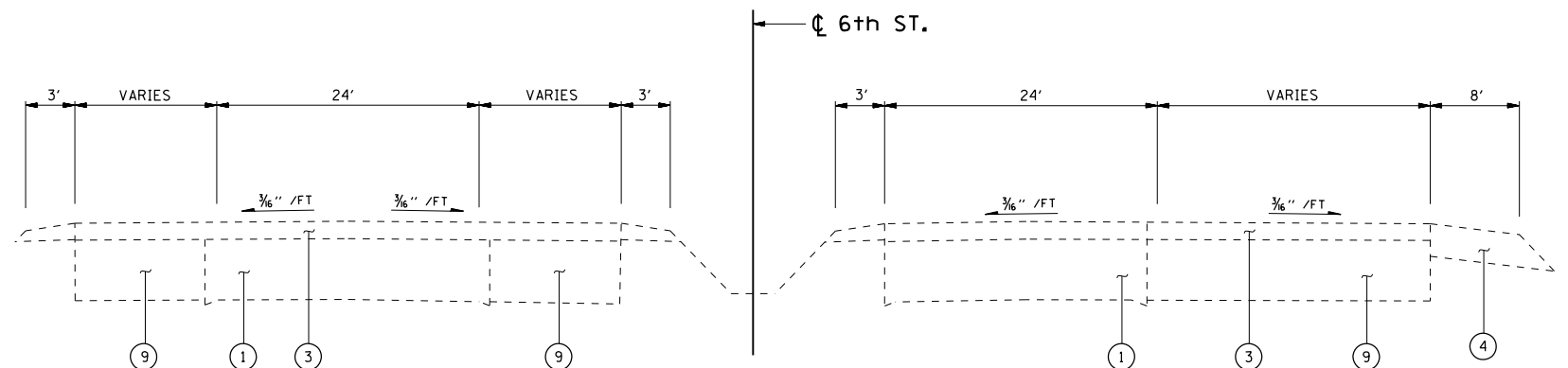
**TYPICAL SECTION**  
**STA. 20+88 TO STA. 22+76.62**  
**STA. 38+56.48 TO STA. 43+52**



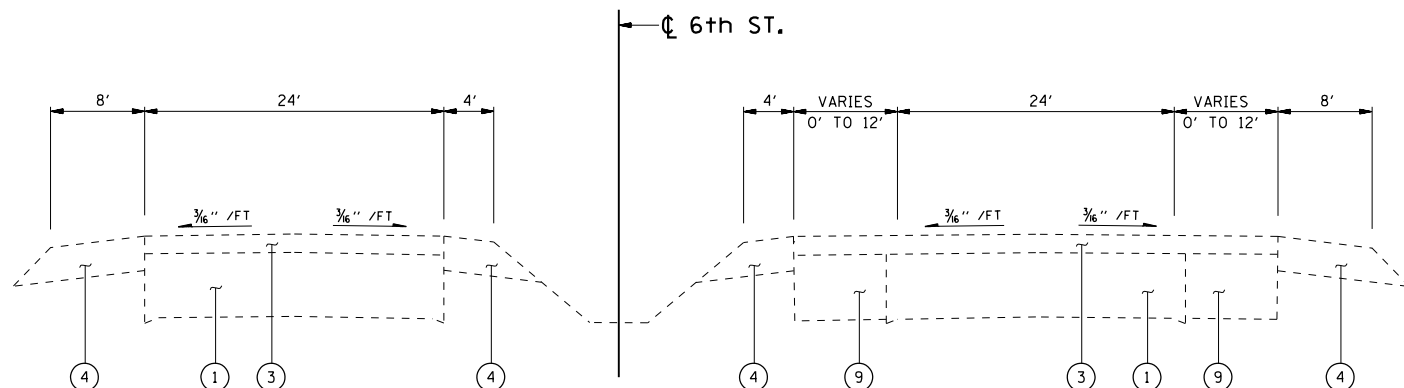
**TYPICAL SECTION**  
**STA. 47+40 TO STA. 48+27**



**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**

- ① EX PCC PAVEMENT
- 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
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- ⑪ EX BITUMINOUS CONCRETE BASE COURSE
- ⑫ EX CORRUGATED MEDIAN
- ⑬ EX CONCRETE MEDIAN SURFACE

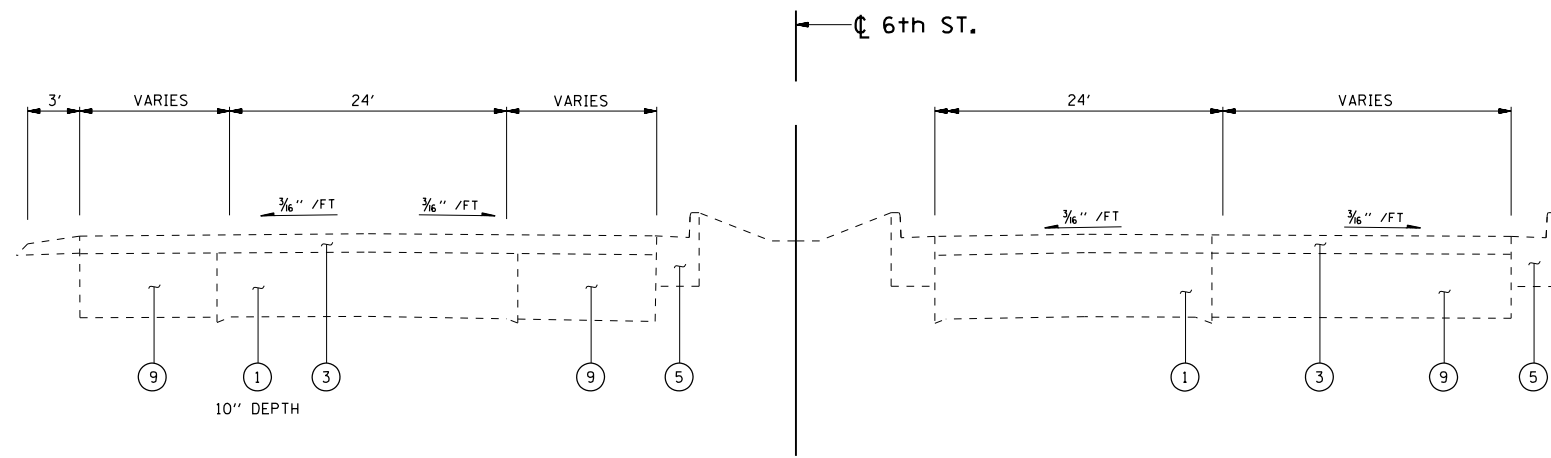
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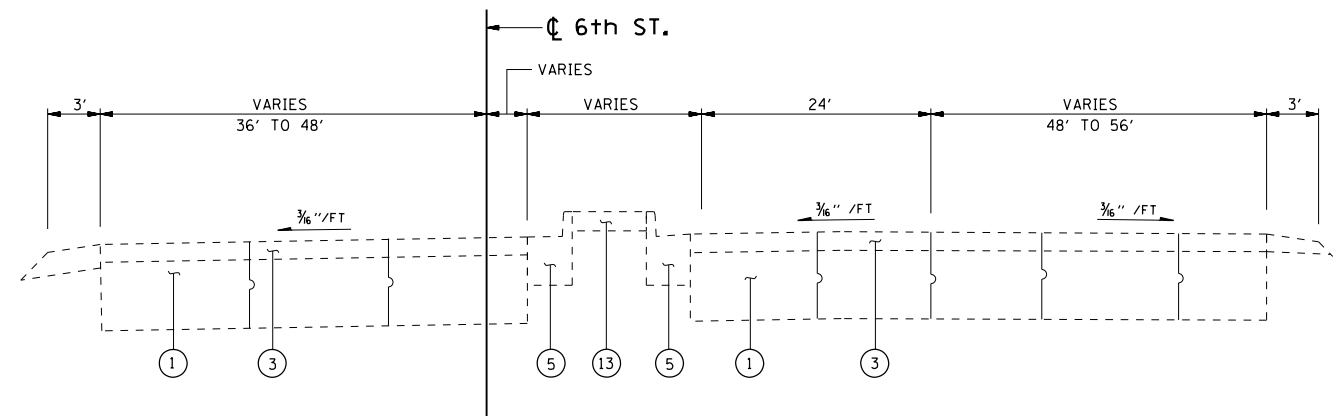
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL CROSS SECTIONS</b>			
<b>SIXTH STREET</b>			
SCALE:	SHEET 2	OF 8 SHEETS	STA. TO STA.

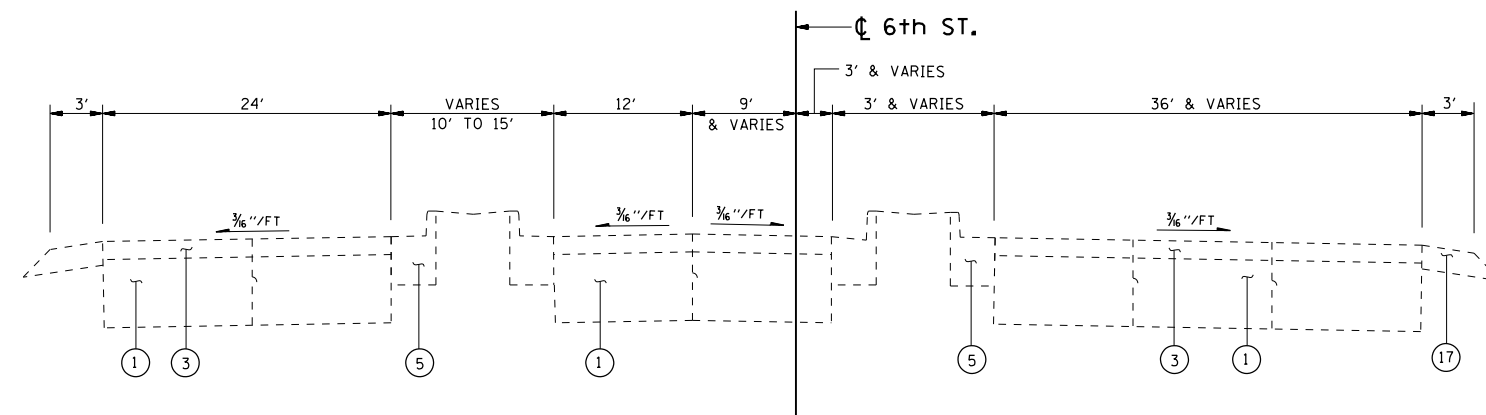
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CONTRACT NO. 72H08				
ILLINOIS FED. AID PROJECT				



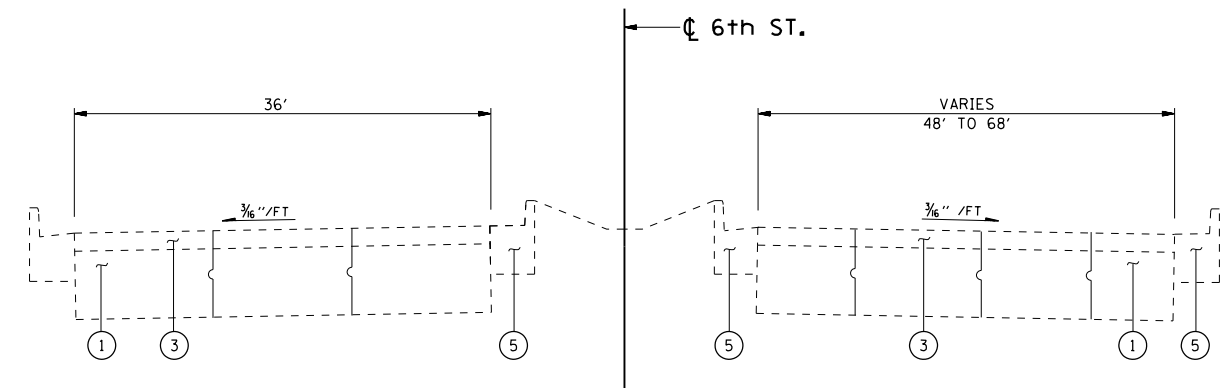
**TYPICAL SECTION**  
**STA. 53+11 TO STA. 54+28**



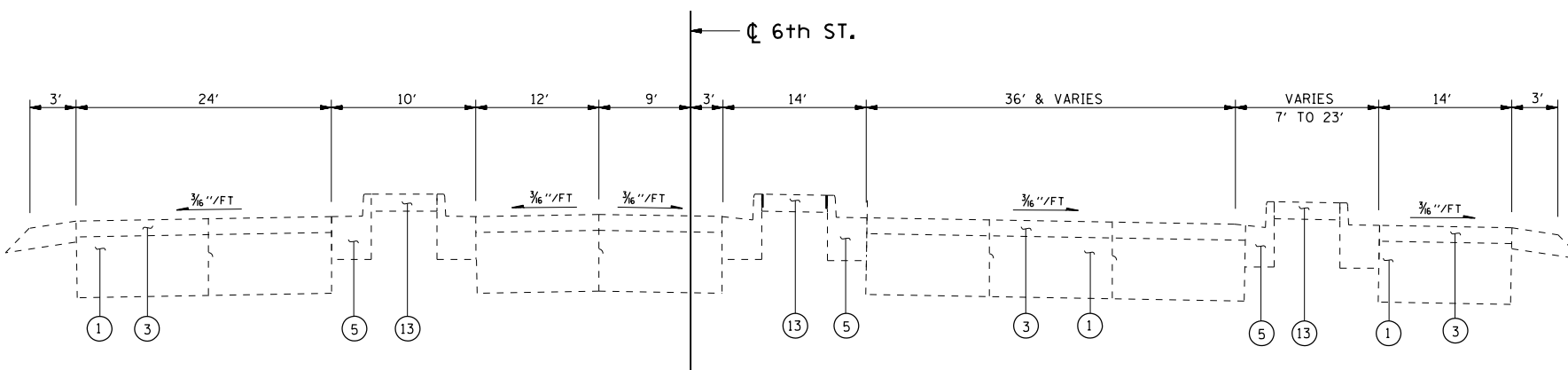
**TYPICAL SECTION**  
**STA. 57+89 TO STA. 64+74 LT**  
**STA. 57+46 TO STA. 64+74 RT**



**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
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- ⑪ EX BITUMINOUS CONCRETE BASE COURSE
- ⑫ EX CORRUGATED MEDIAN
- ⑬ EX CONCRETE MEDIAN SURFACE

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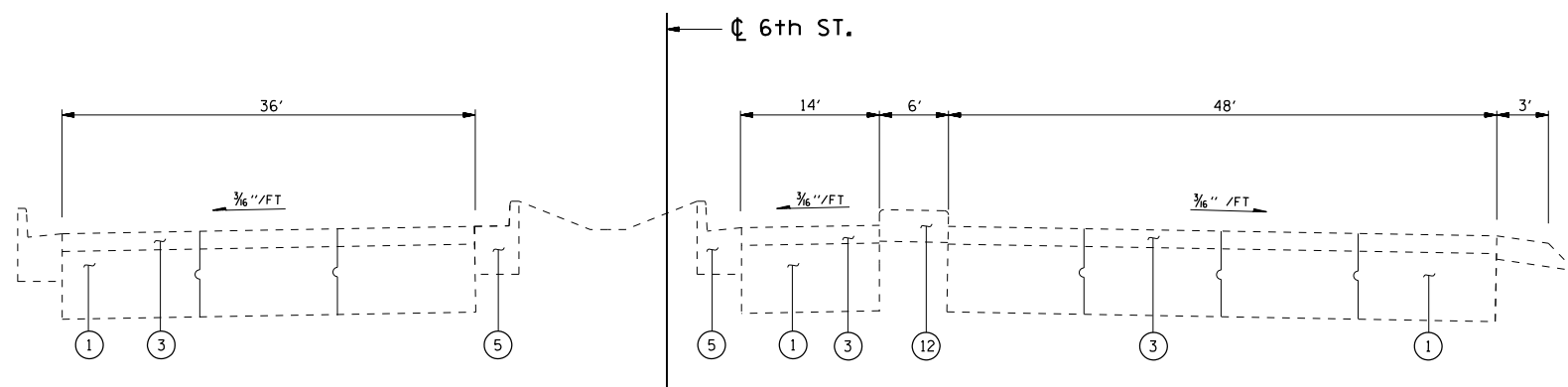
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

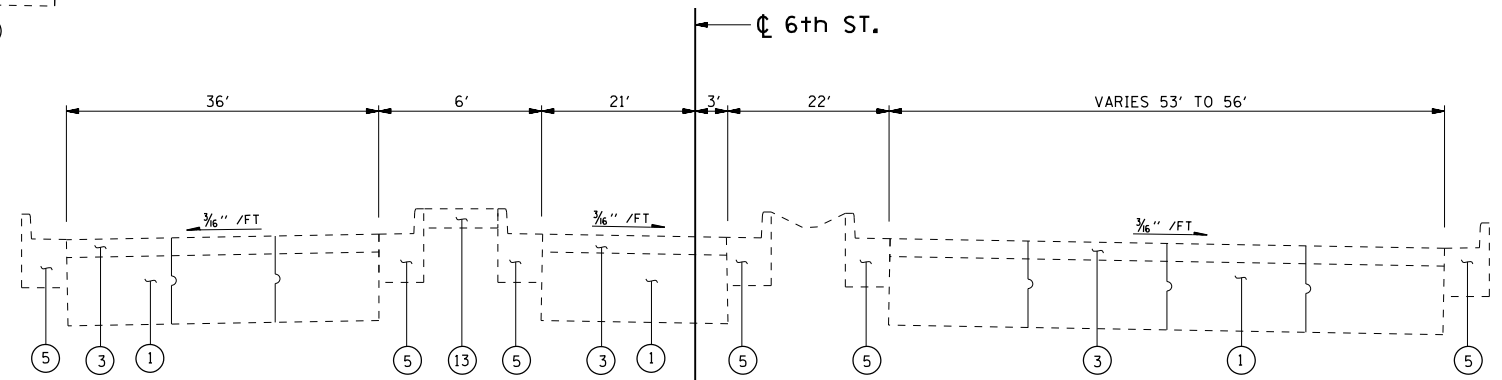
<b>TYPICAL CROSS SECTIONS</b>			
<b>SIXTH STREET</b>			
SCALE:	SHEET 3	OF 8 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	(110X)I-2, (SP-Z)I-1	SANGAMON	29	8
CONTRACT NO. 72H08				
ILLINOIS FED. AID PROJECT				

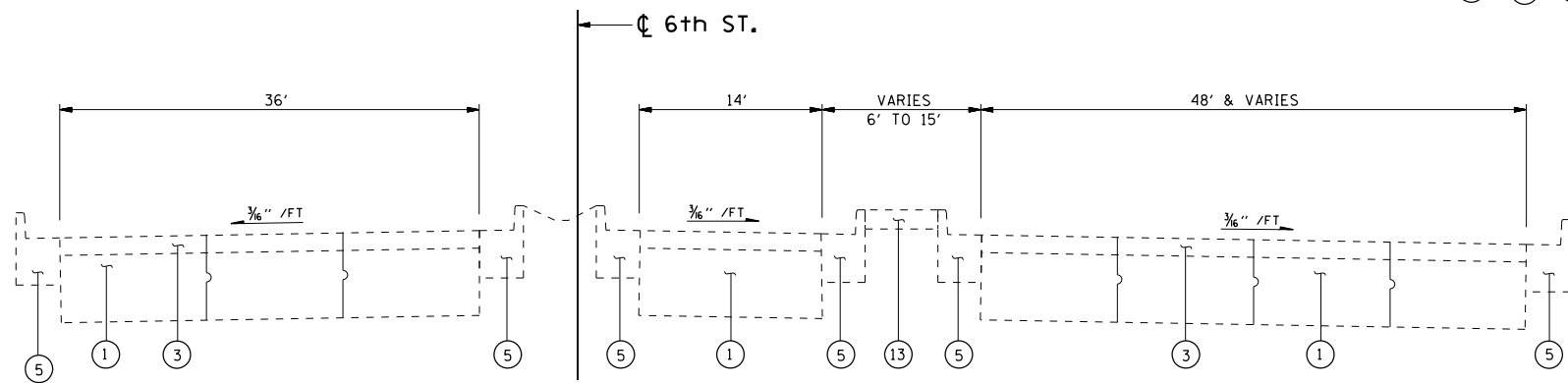




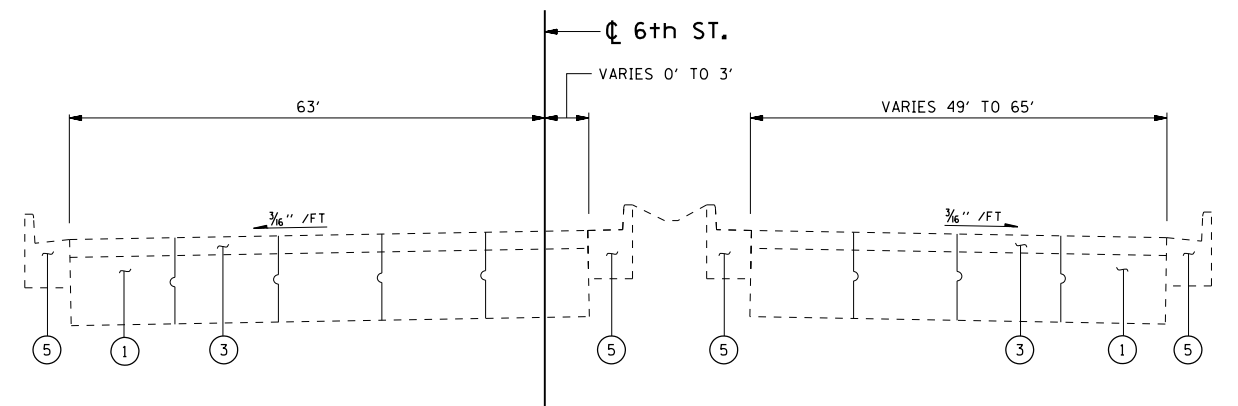
**TYPICAL SECTION**  
**STA 67+56 TO STA. 68+37**



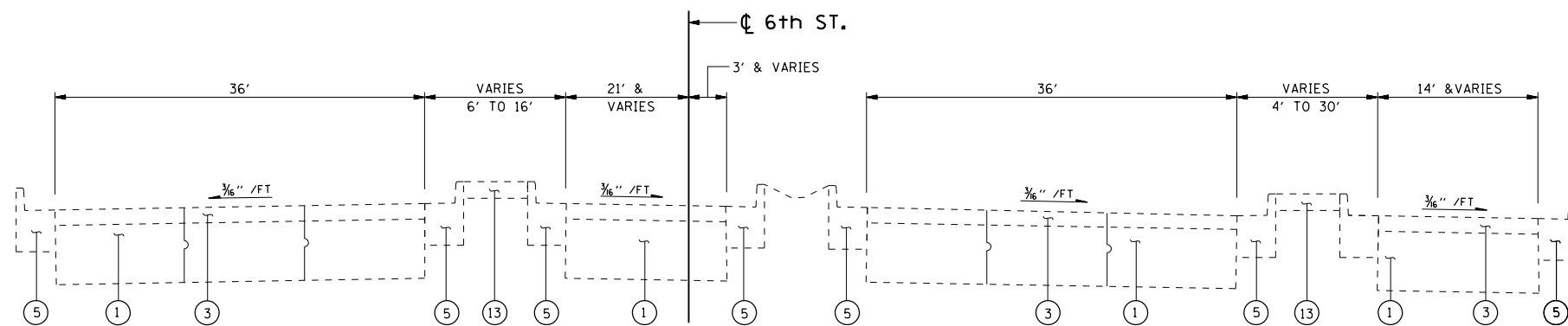
**TYPICAL SECTION**  
**STA. 71+06 TO STA. 72+44**



**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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 PURPOSES ONLY

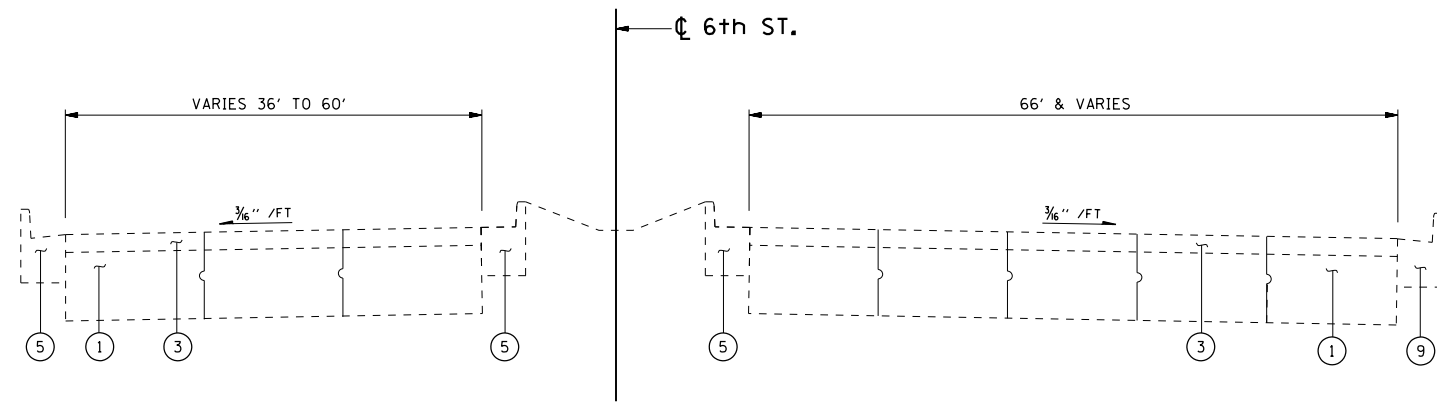
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

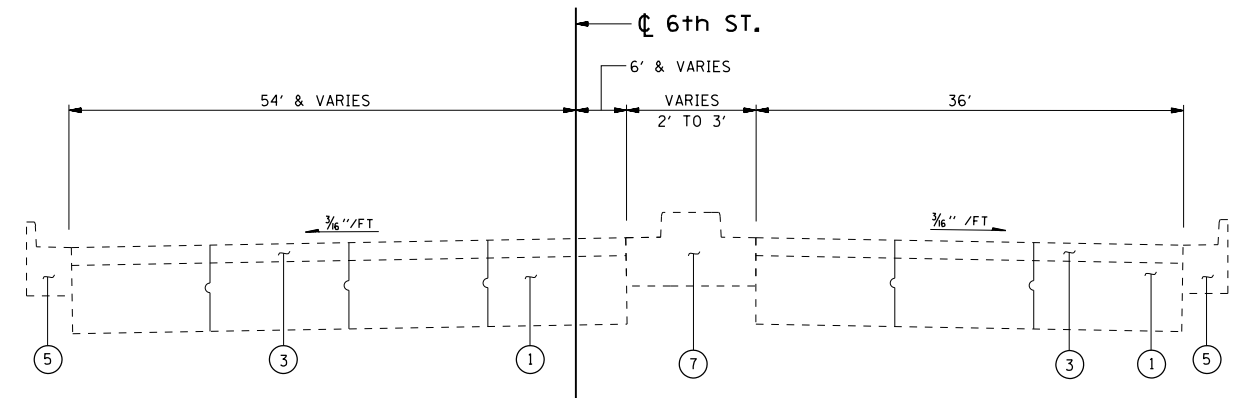
**TYPICAL CROSS SECTIONS  
 SIXTH STREET**

SCALE: SHEET 4 OF 8 SHEETS STA. TO STA.

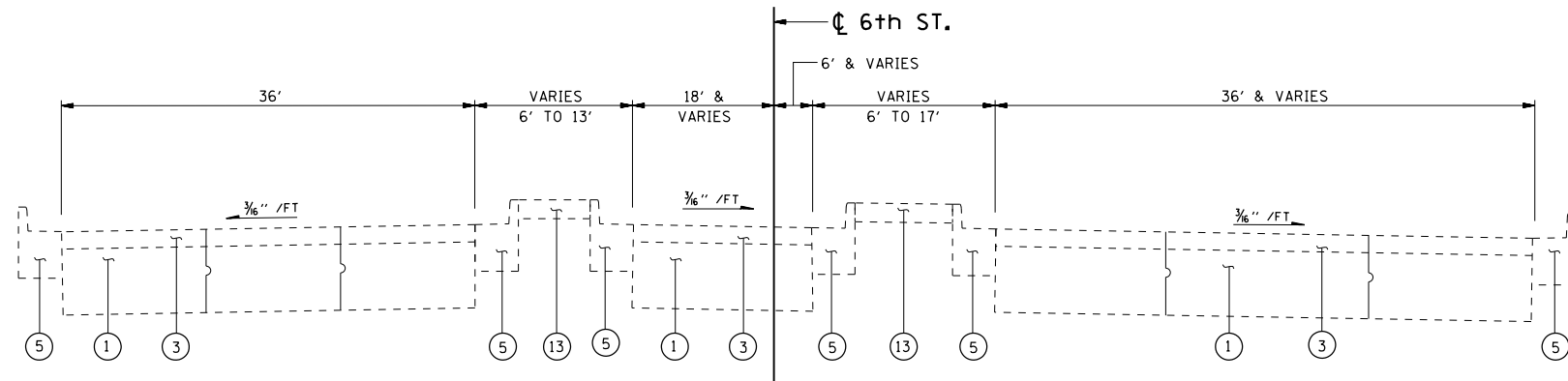
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666	(110X)I-2, (SP-Z)I-1	SANGAMON	29	9
CONTRACT NO. 72H08				
ILLINOIS FED. AID PROJECT				



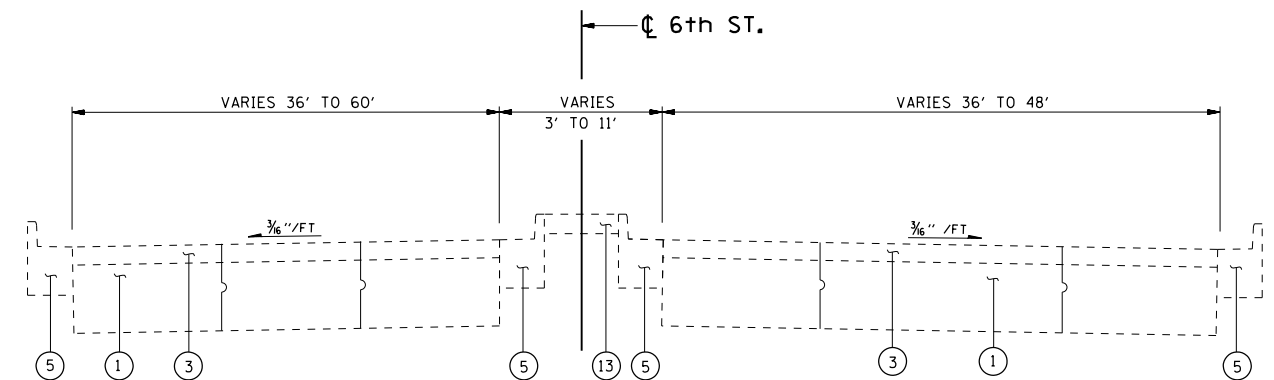
**TYPICAL SECTION**  
**STA. 75+73 TO STA. 77+12**



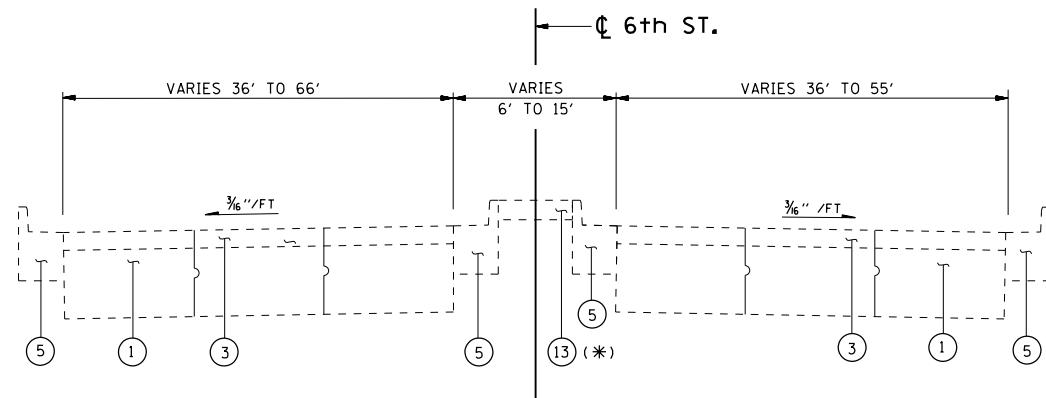
**TYPICAL SECTION**  
**STA. 82+17 TO STA. 83+26**



**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

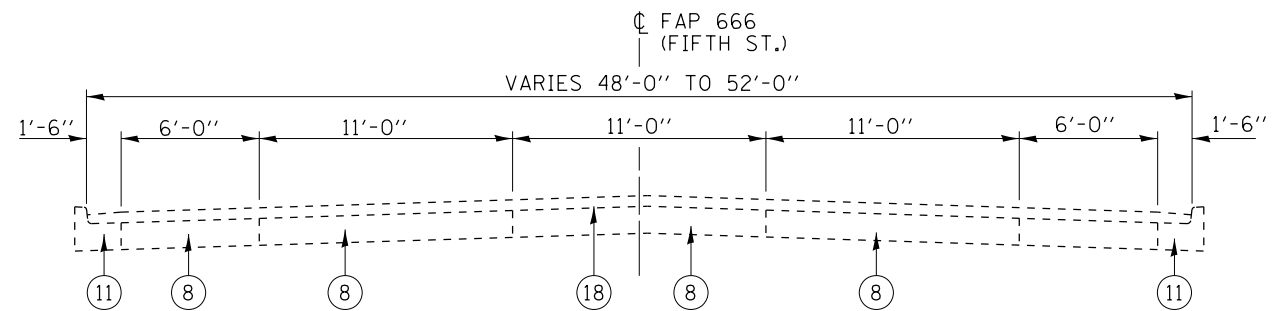
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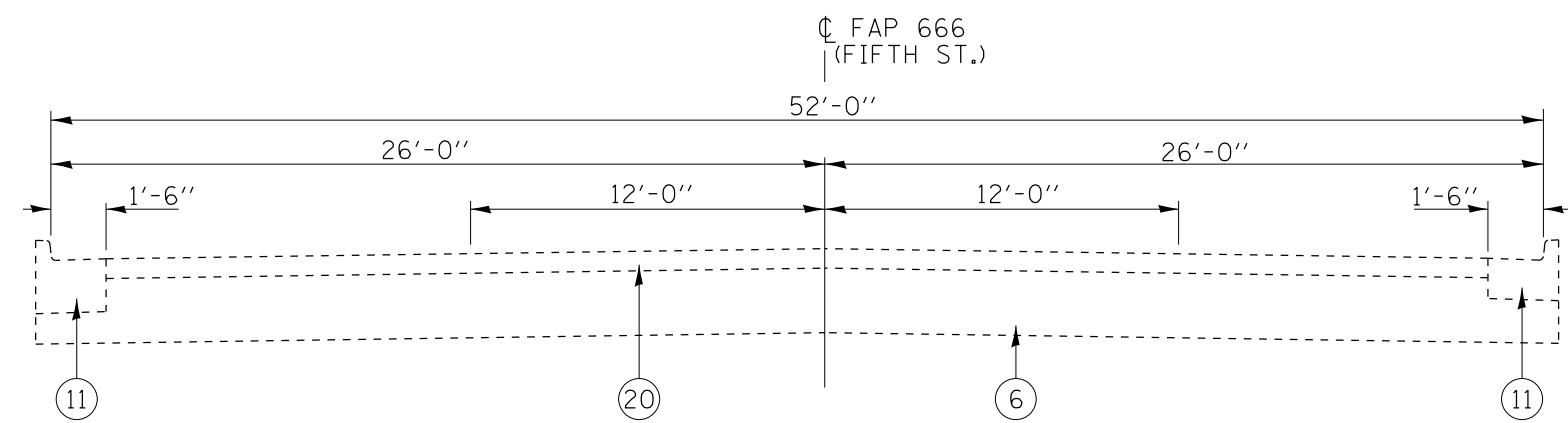
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

<b>TYPICAL CROSS SECTIONS</b>			
<b>SIXTH STREET</b>			
SCALE:	SHEET 5	OF 8 SHEETS	STA. TO STA.

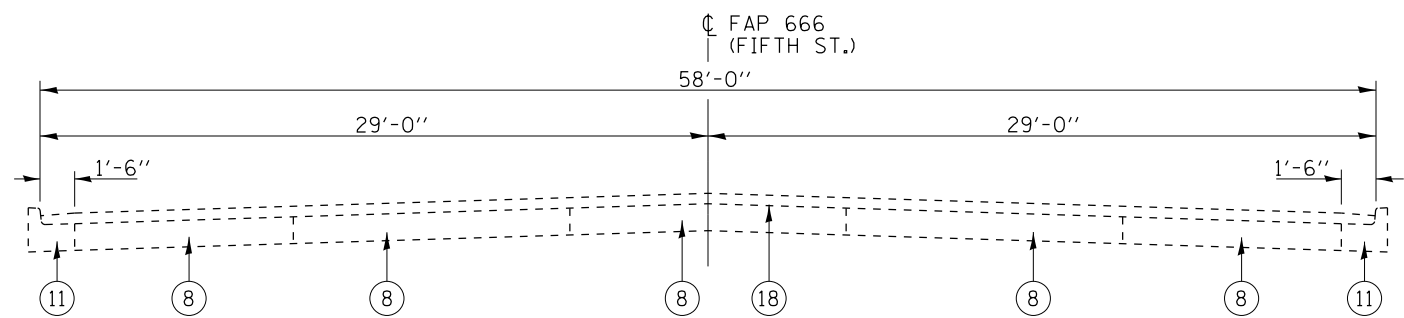
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CONTRACT NO. 72H08				
ILLINOIS FED. AID PROJECT				



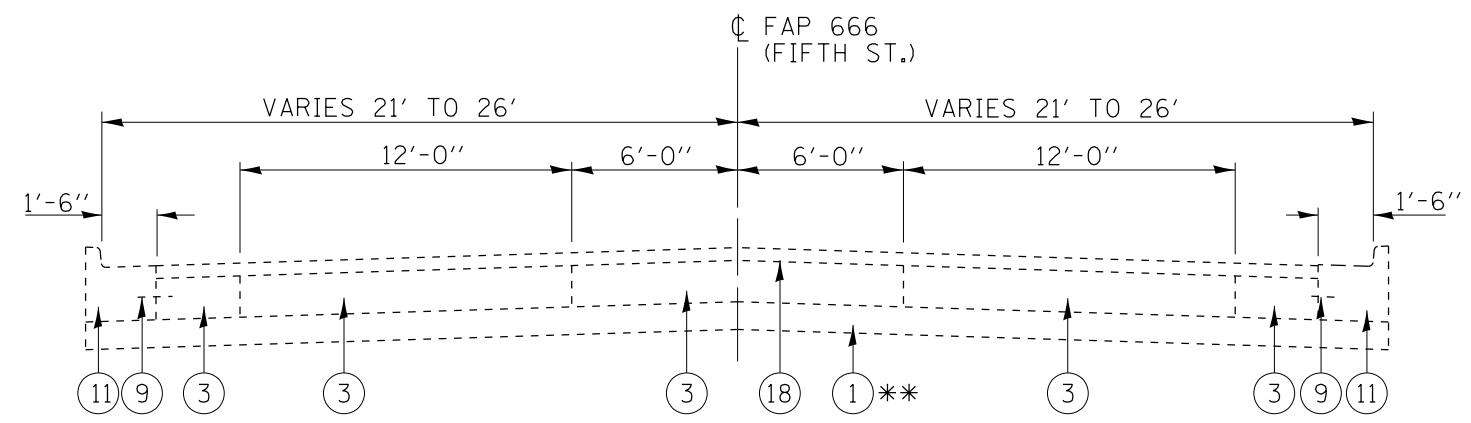
STATION 11+41 to STATION 12+82  
 STATION 15+24 to STATION 28+58.45  
 (STA. EQUATION: STA. 28+58.45 BK = STA. 100+00.00 AH)



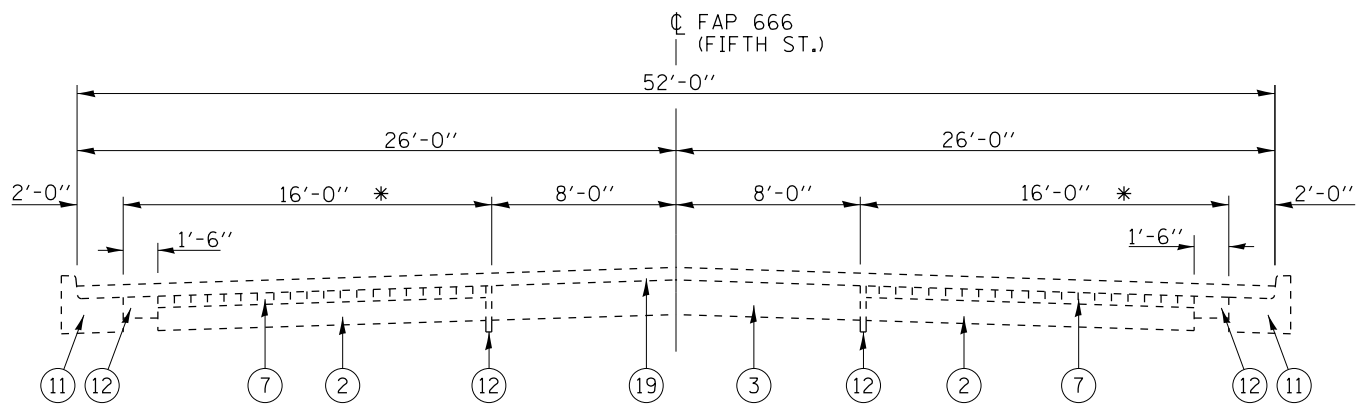
STATION 114+37 to STATION 116+60  
 STATION 126+00 to STATION 143+53.80  
 STATION EQUATION:  
 STA. 143+53.80 (BACK) = STA. 3+13.25 (AHEAD)



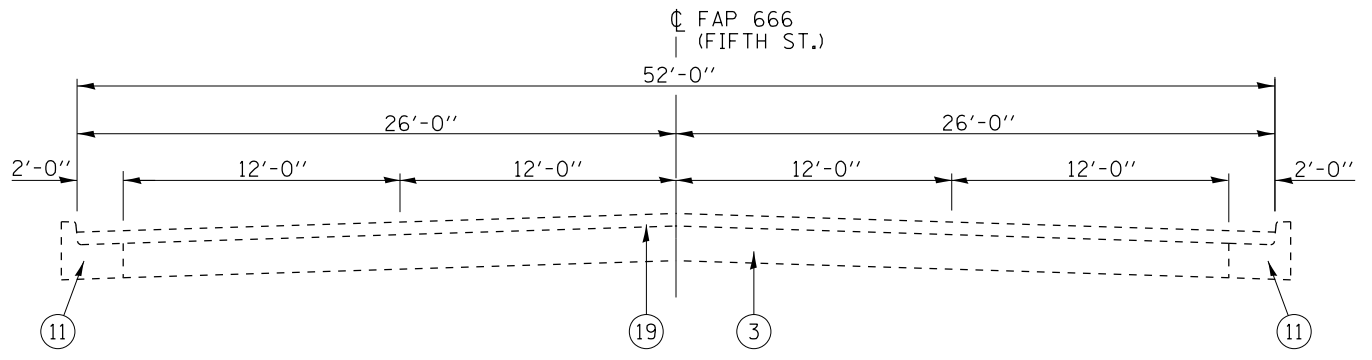
STATION 12+82 to STATION 15+24



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



STATION 100+00 to STATION 113+23  
 STATION 114+05 to STATION 114+37  
 \* - 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.

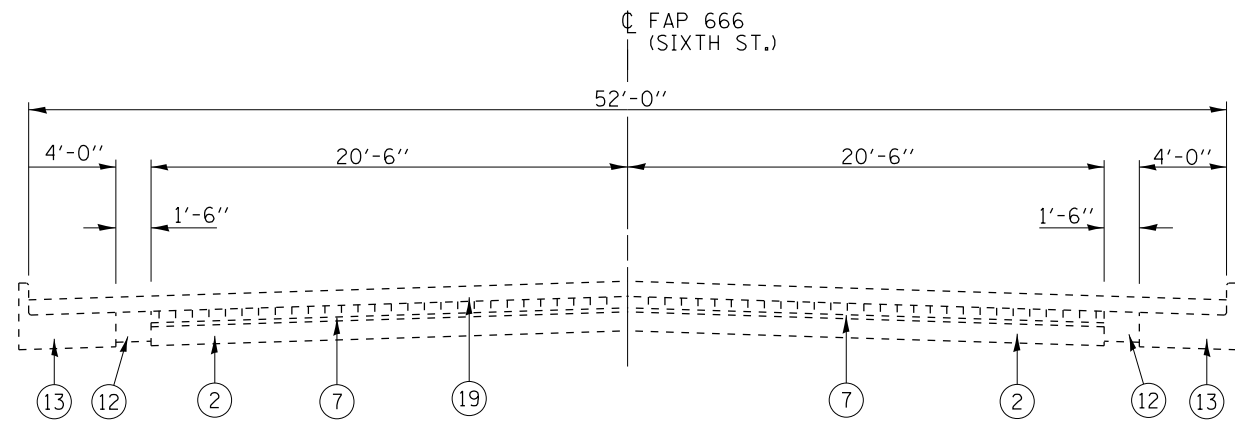


STATION 113+23 to STATION 114+05

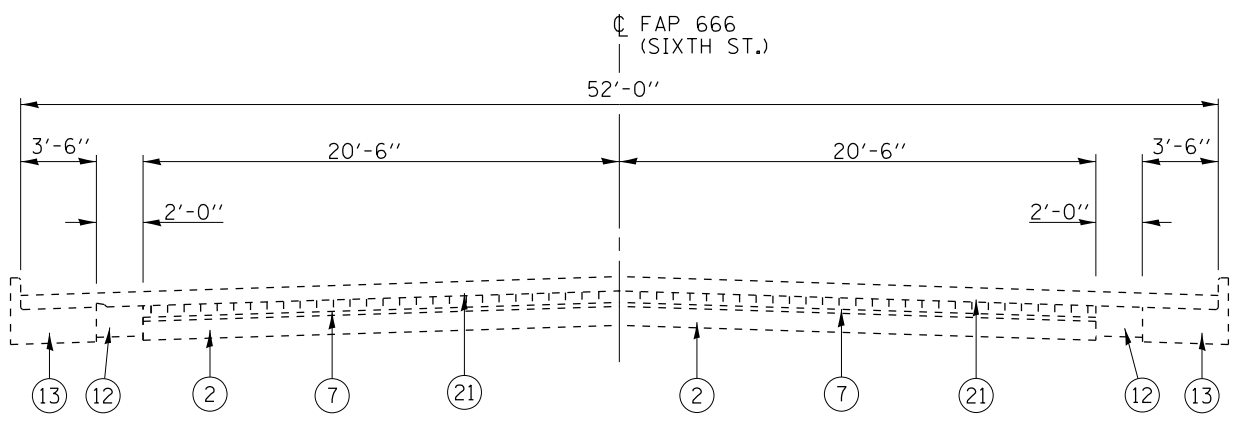
**EXISTING LEGEND**

- 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 3/8" 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

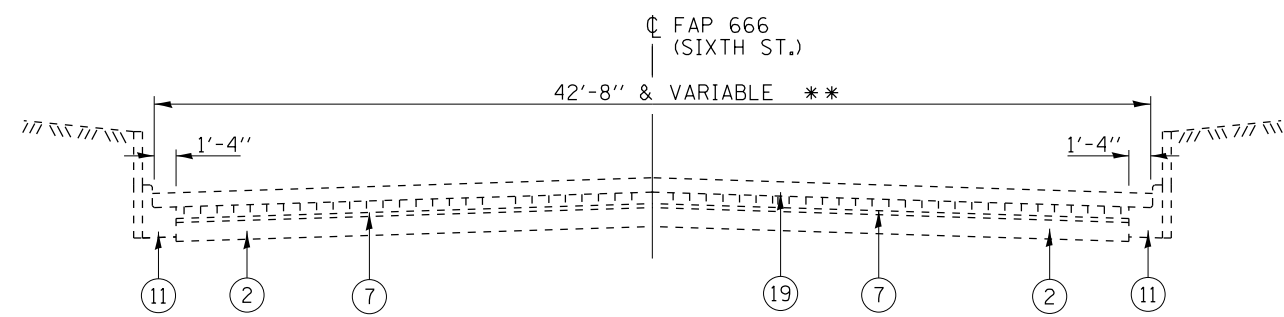
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STATION 1+64 to STATION 18+00



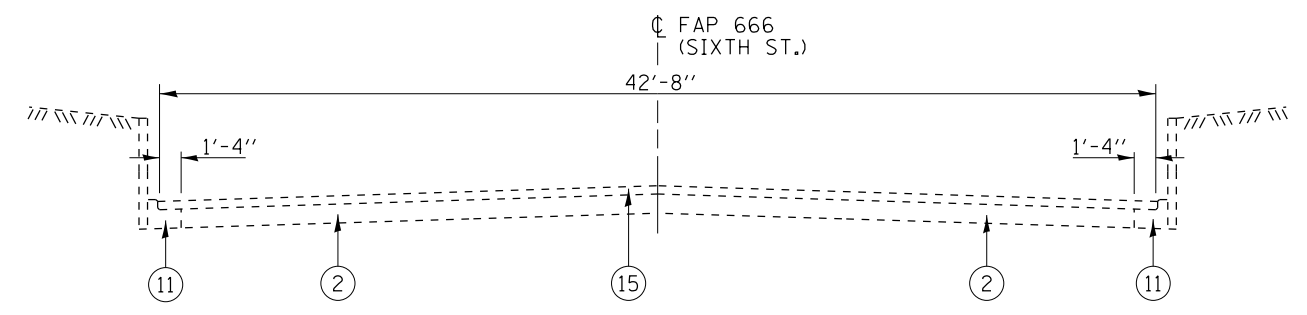
STATION 18+00 to STATION 24+08 RT.  
STATION 18+00 to STATION 24+33.60 LT.  
STATION 28+87 to STATION 34+72.20  
(STA. EQUATION: STA. 34+72.20 BK = STA. 1+82.20 AH)  
STATION 1+82.20 to STATION 3+23



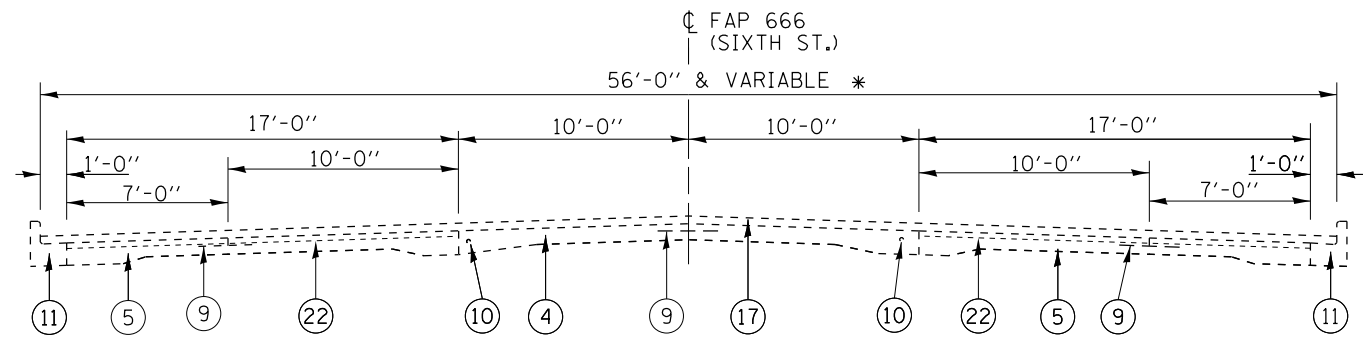
STATION 24+08 to STATION 25+58 RT.  
STATION 24+33.60 to STATION 25+58 LT.  
STATION 26+81 to STATION 28+87

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

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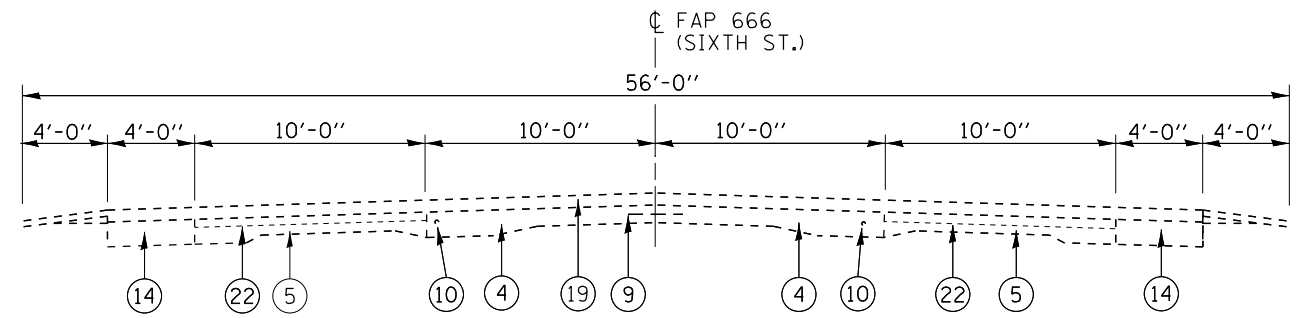


STATION 25+58 to STATION 26+81



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)
- 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

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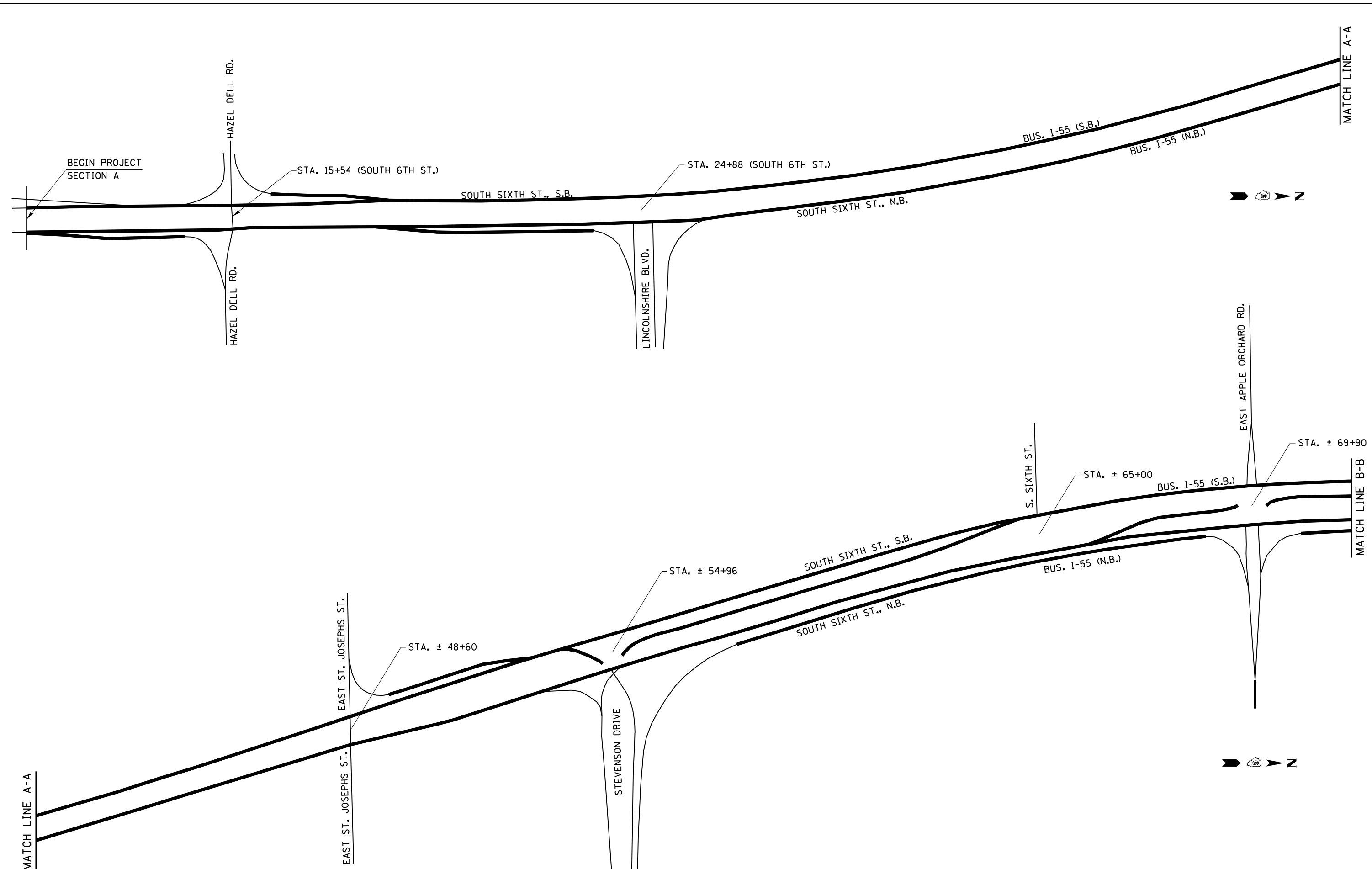
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS  
SIXTH STREET

SCALE: SHEET 6 OF 8 SHEETS STA. TO STA.

F.A.P. RTE. 666	SECTION (110X)I-2, (SP-Z)I-1	COUNTY SANGAMON	TOTAL SHEETS 29	SHEET NO. 12
				CONTRACT NO. 72H08
ILLINOIS FED. AID PROJECT				





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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROJECT LINE DIAGRAM**

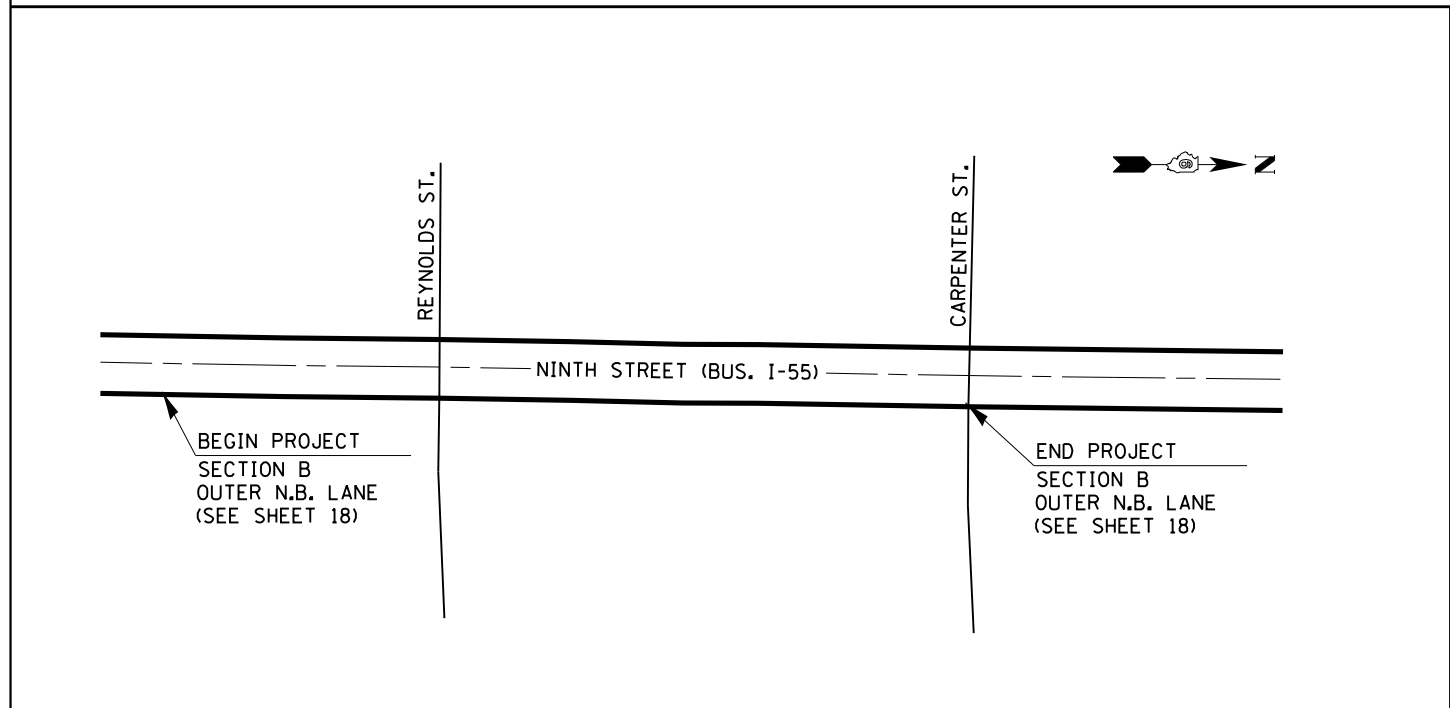
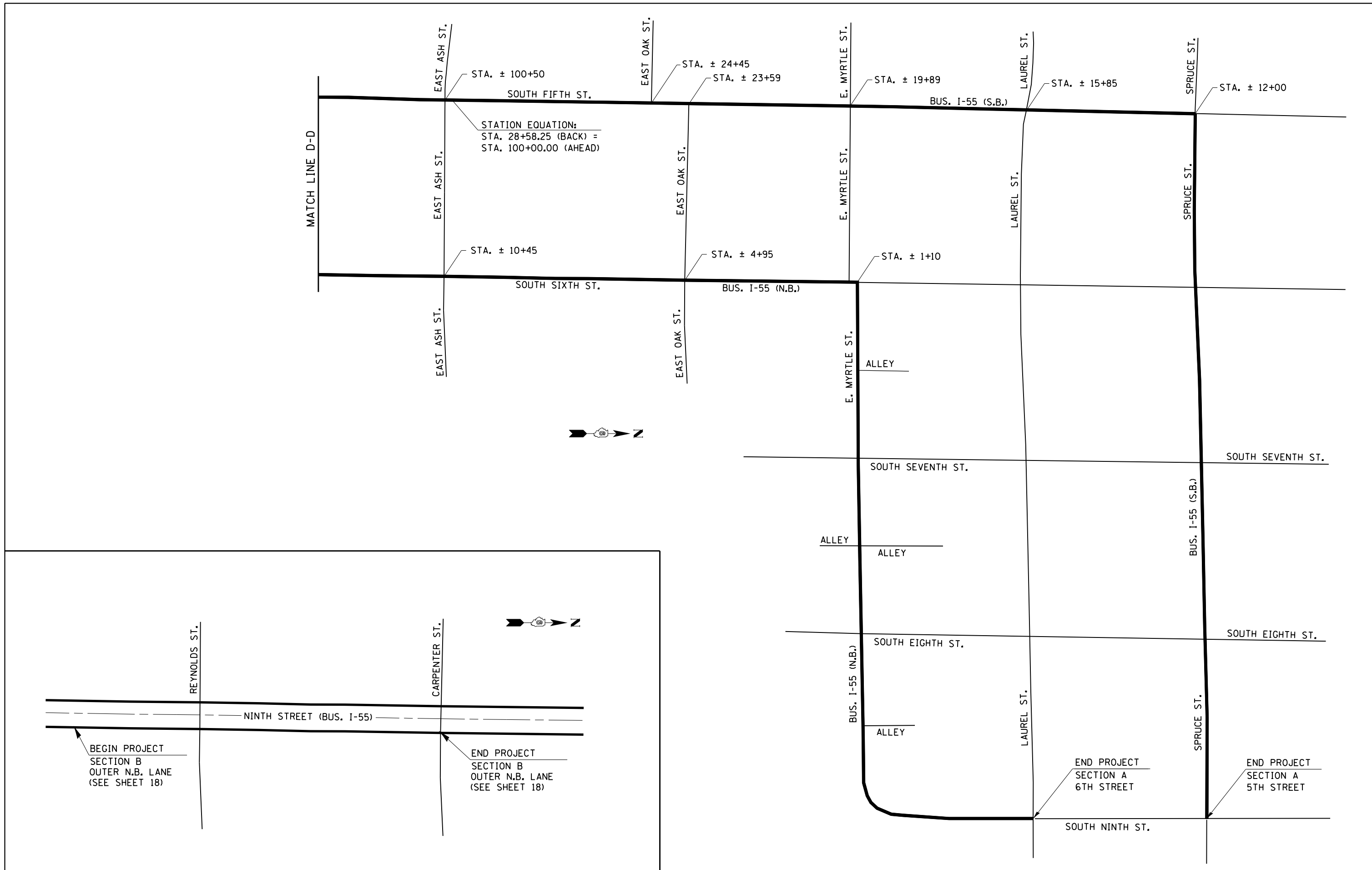
SCALE:	SHEET 1 OF 4 SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 72H08			ILLINOIS FED. AID PROJECT	









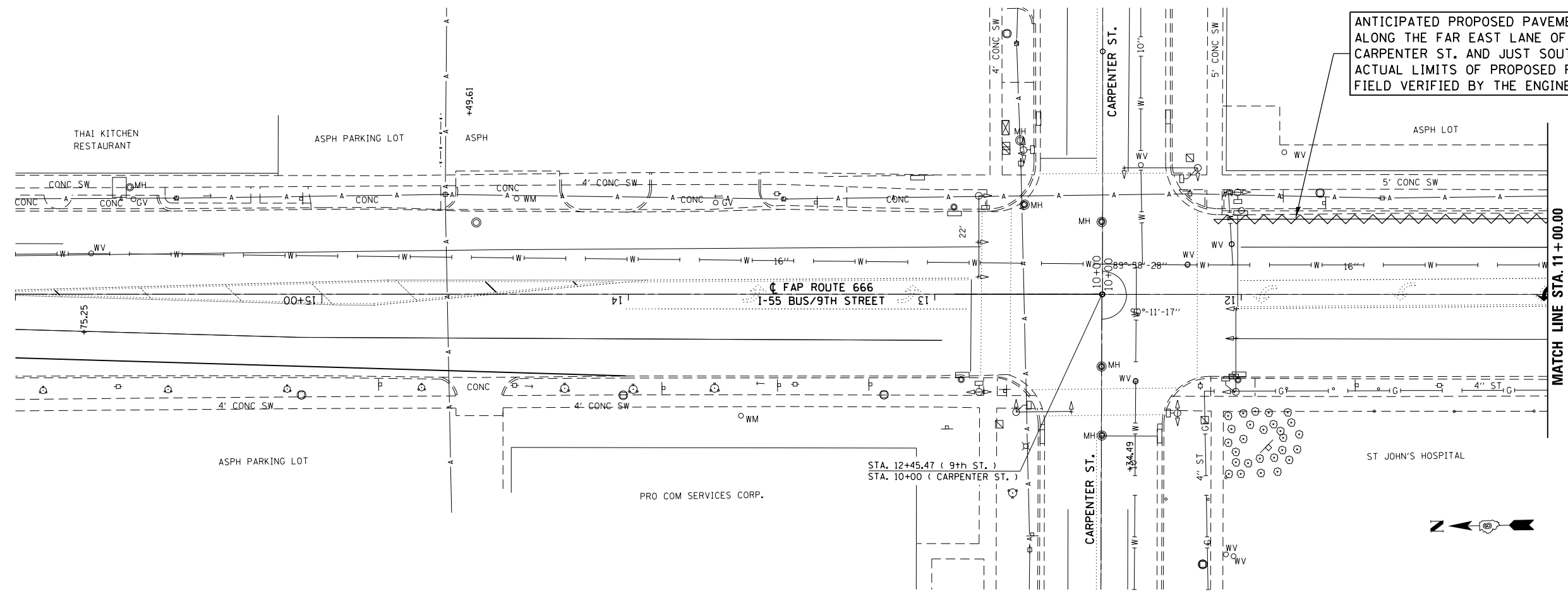
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Default	PLOT DATE = 10/30/2014	DATE - 10-22-2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROJECT LINE DIAGRAM**

SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 72H08				
ILLINOIS FED. AID PROJECT				

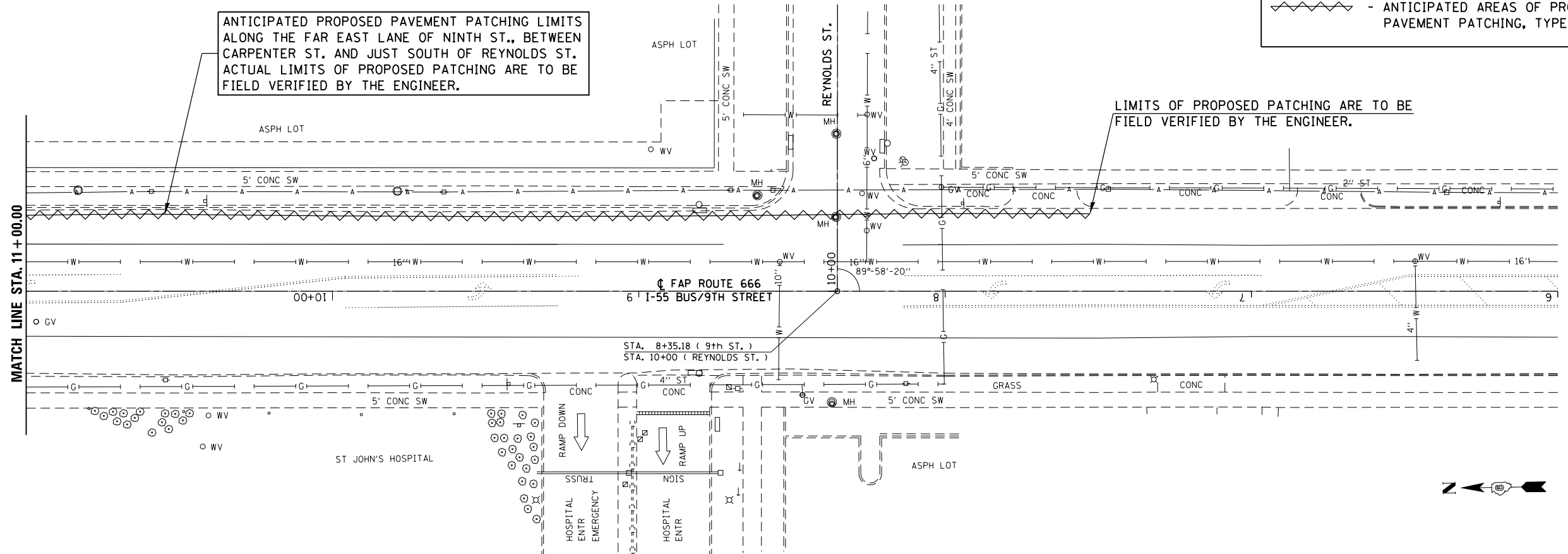


ANTICIPATED PROPOSED PAVEMENT PATCHING LIMITS ALONG THE FAR EAST LANE OF NINTH ST., BETWEEN CARPENTER ST. AND JUST SOUTH OF REYNOLDS ST. ACTUAL LIMITS OF PROPOSED PATCHING ARE TO BE FIELD VERIFIED BY THE ENGINEER.

ANTICIPATED PROPOSED PAVEMENT PATCHING LIMITS ALONG THE FAR EAST LANE OF NINTH ST., BETWEEN CARPENTER ST. AND JUST SOUTH OF REYNOLDS ST. ACTUAL LIMITS OF PROPOSED PATCHING ARE TO BE FIELD VERIFIED BY THE ENGINEER.

~ - ANTICIPATED AREAS OF PROPOSED PAVEMENT PATCHING, TYPE IV

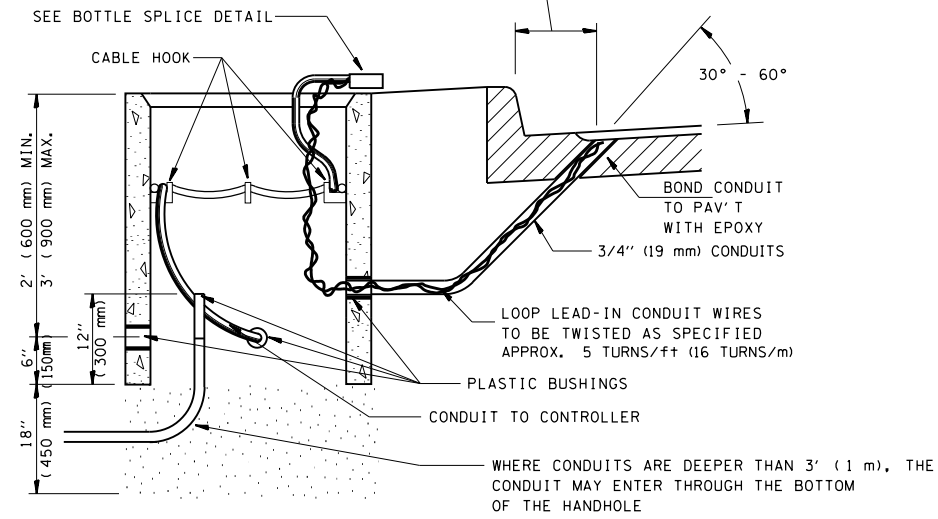
LIMITS OF PROPOSED PATCHING ARE TO BE FIELD VERIFIED BY THE ENGINEER.



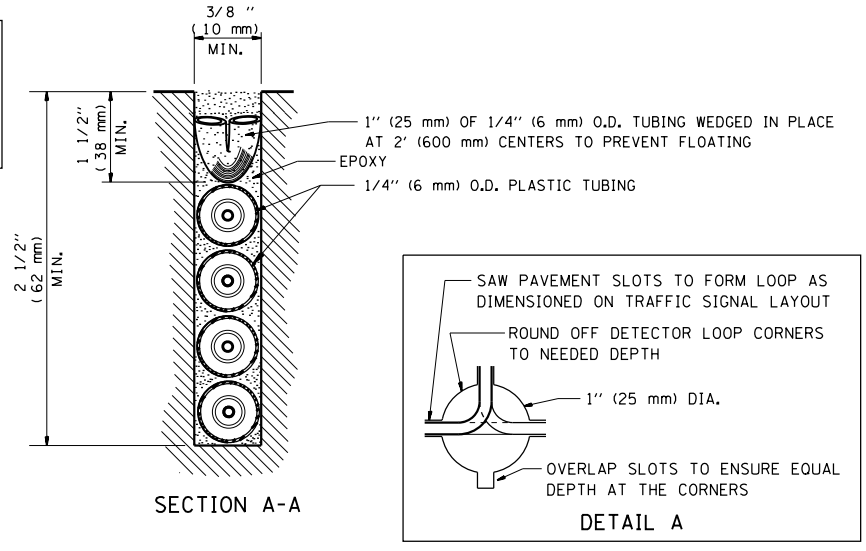
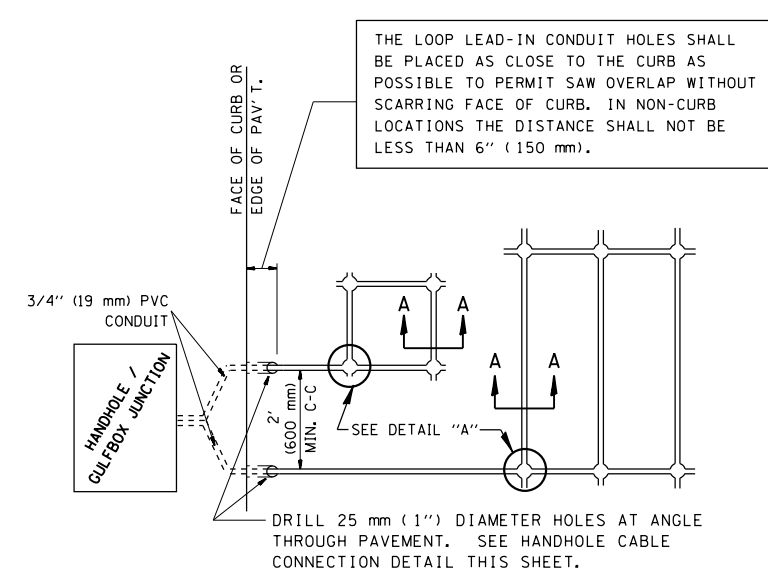
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	PLOT DATE = 10/30/2014	DATE - 10-22-2014	REVISED -		CONTRACT NO. 72H08								

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).

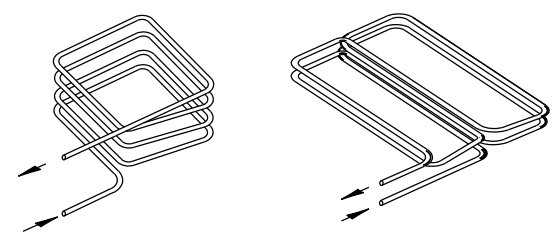


HANDHOLE CABLE CONNECTIONS



PAVEMENT SAWING DETAIL FOR TUBE ENCASED DETECTOR LOOP WIRE

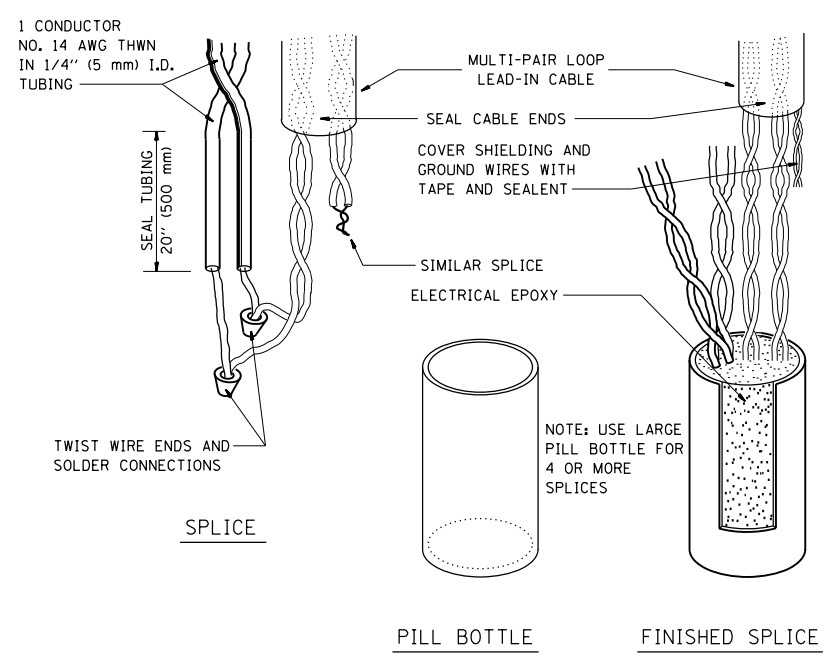
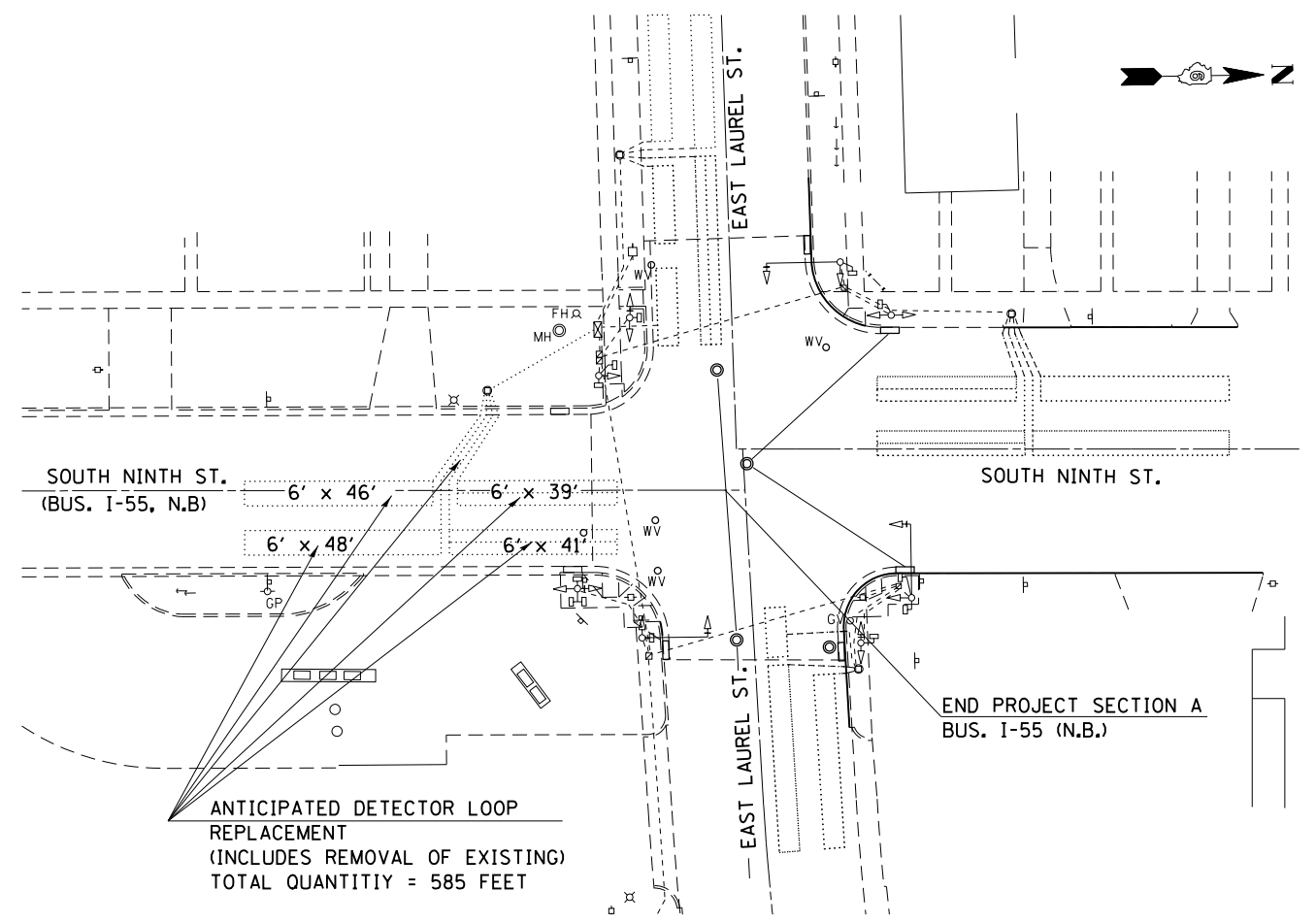
DETECTOR LOOP QUADRUPOLE LOOP



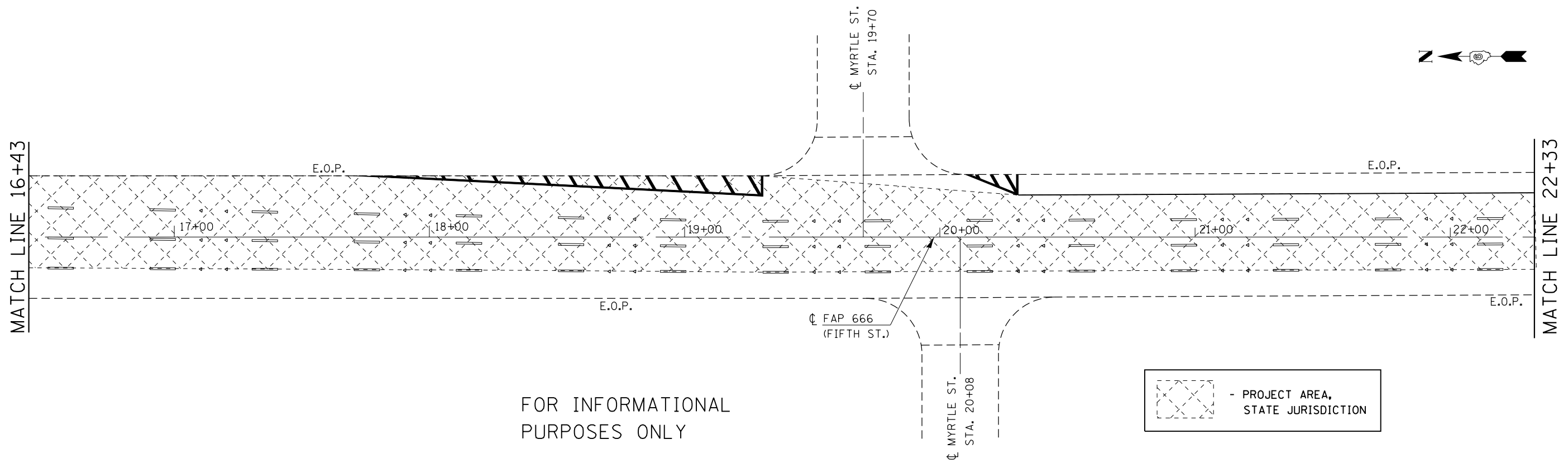
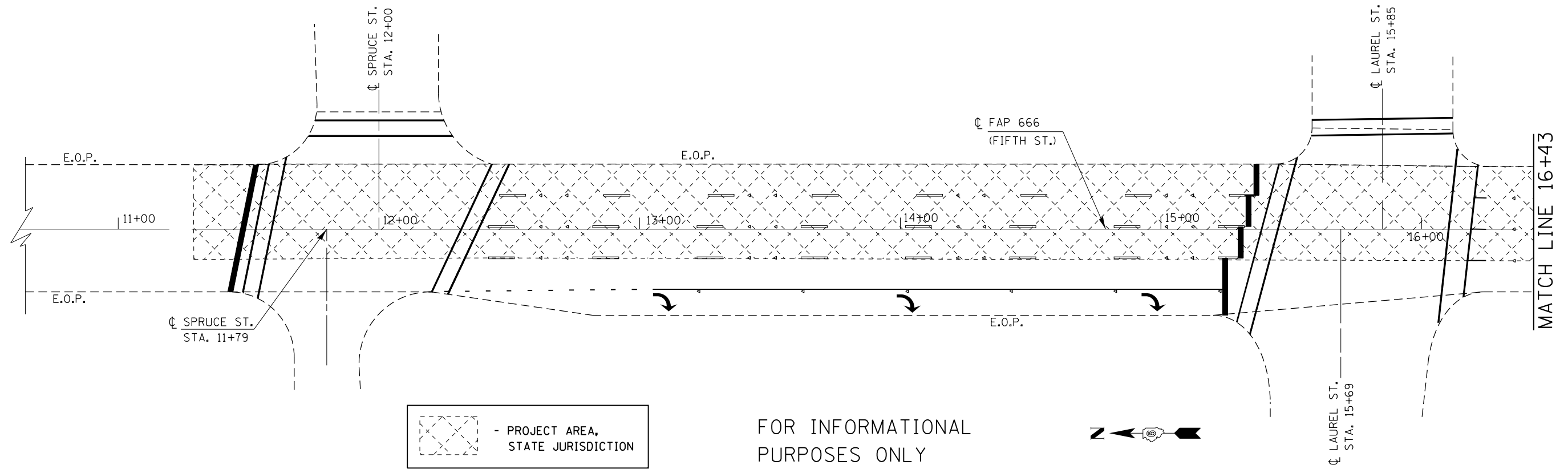
INSTALLING THE LOOP WIRE:  
THE NEGATIVE LEAD SHALL BE CONNECTED TO THE BLACK CONDUCTOR OF A PAIR OF CONDUCTORS IN THE LEAD-IN CABLE AND THE POSITIVE LEAD SHALL BE CONNECTED TO THE COLOR-CODED CONDUCTOR OF THE CABLE PAIR.

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



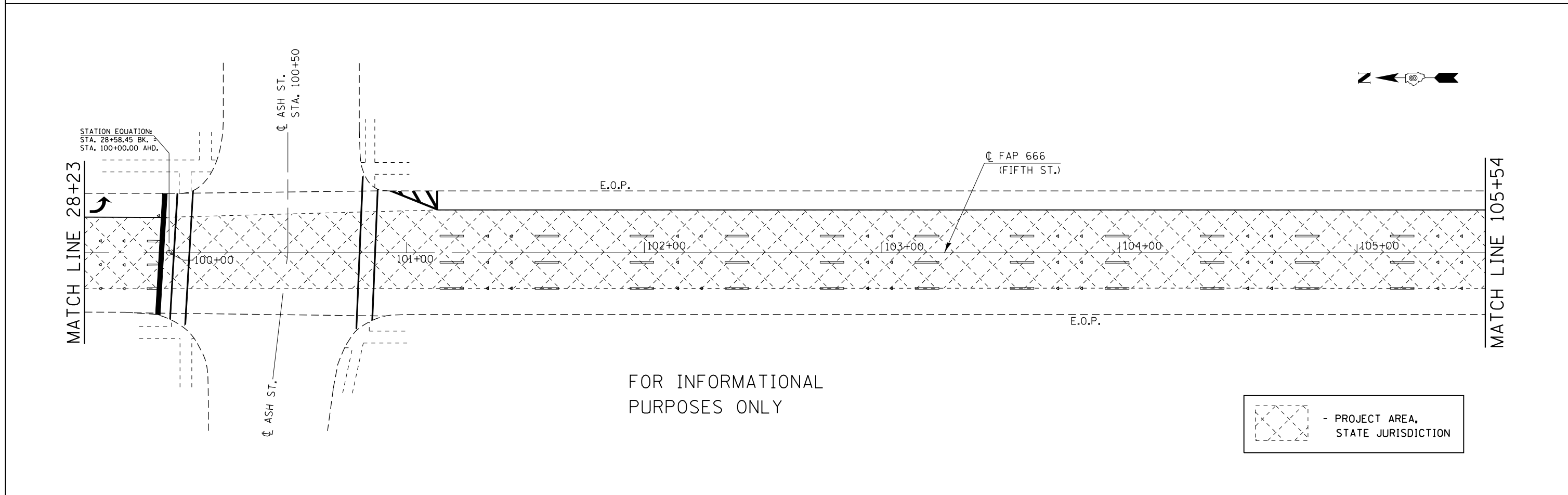
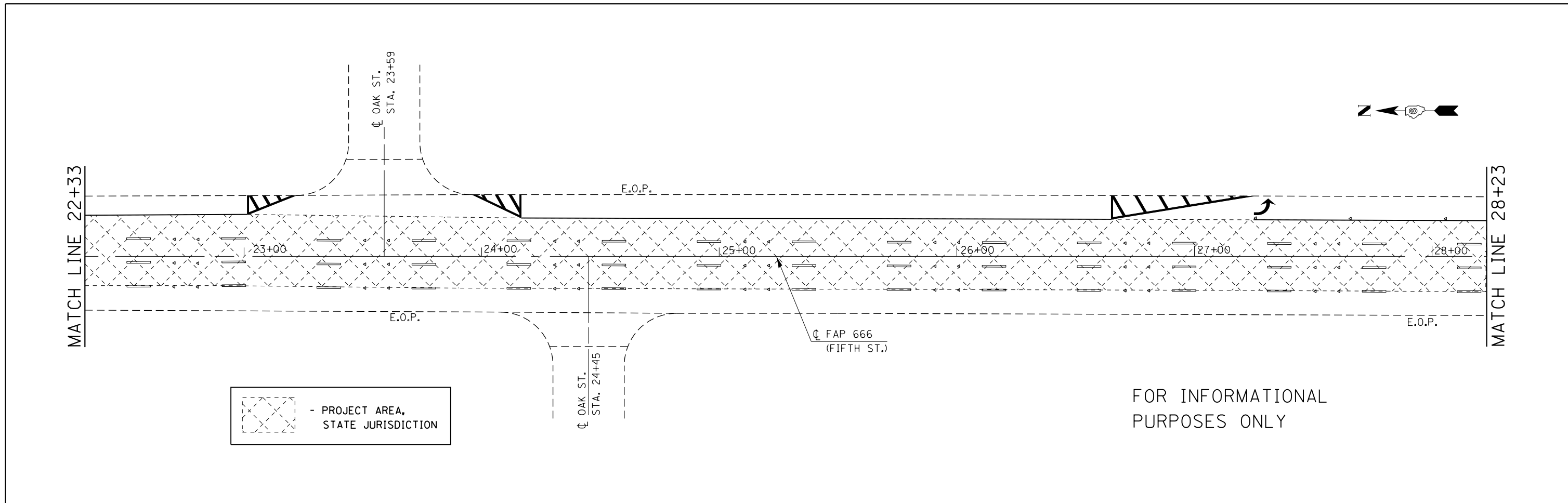
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	PLOT DATE = 10/31/2014	DATE - 10-22-2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STATE JURISDICTION LAYOUT  
5TH STREET**

SCALE: SHEET 1 OF 5 SHEETS STA. TO STA.

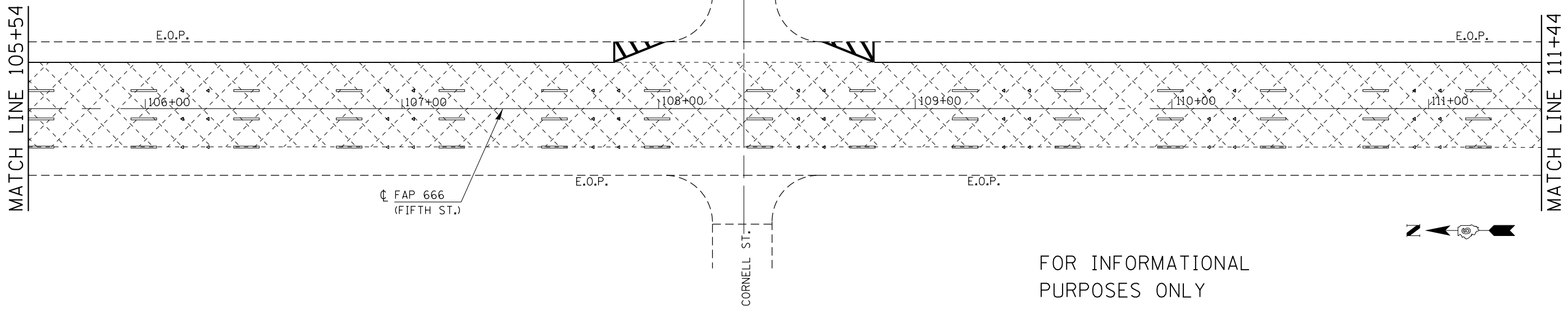
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	(110X) I-2, (SP-Z) I-1	SANGAMON	29	20
CONTRACT NO. 72H08				
ILLINOIS FED. AID PROJECT				



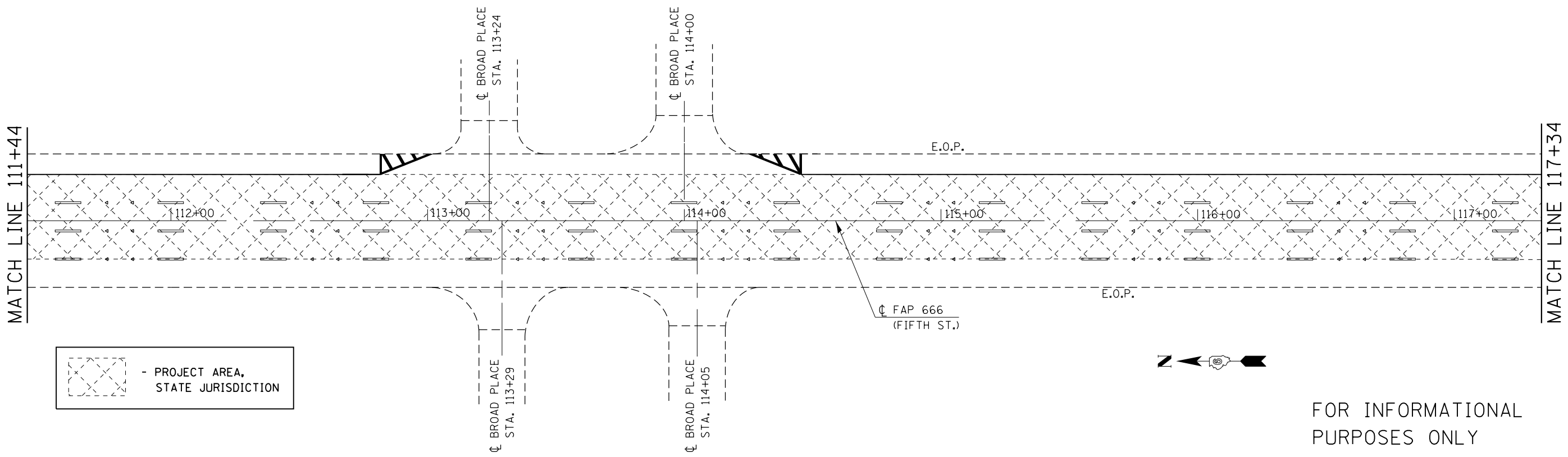
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Default	PLOT SCALE = 42.0000' / in.	CHECKED - rts	REVISED -		CONTRACT NO. 72H08							
	PLOT DATE = 10/31/2014	DATE - 10-22-2014	REVISED -		ILLINOIS FED. AID PROJECT							

SCALE: SHEET 2 OF 5 SHEETS STA. TO STA.


 - PROJECT AREA,  
 STATE JURISDICTION



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PURPOSES ONLY

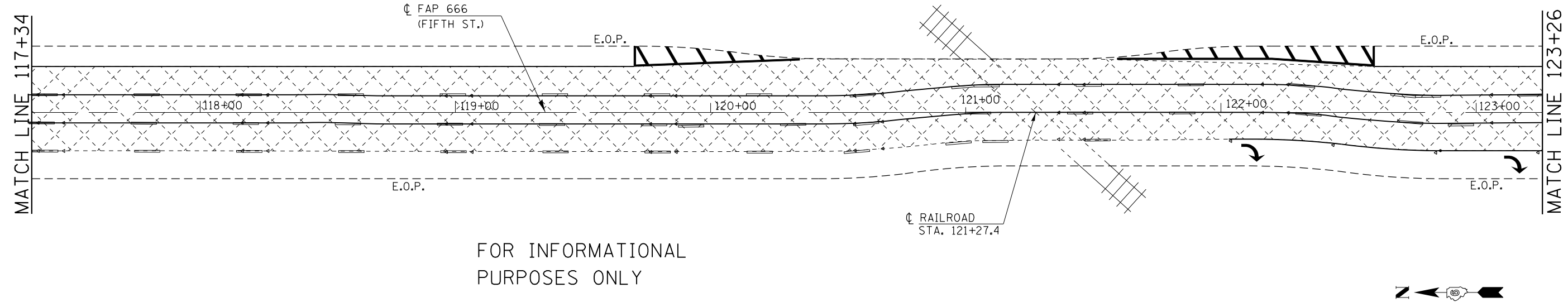



 - PROJECT AREA,  
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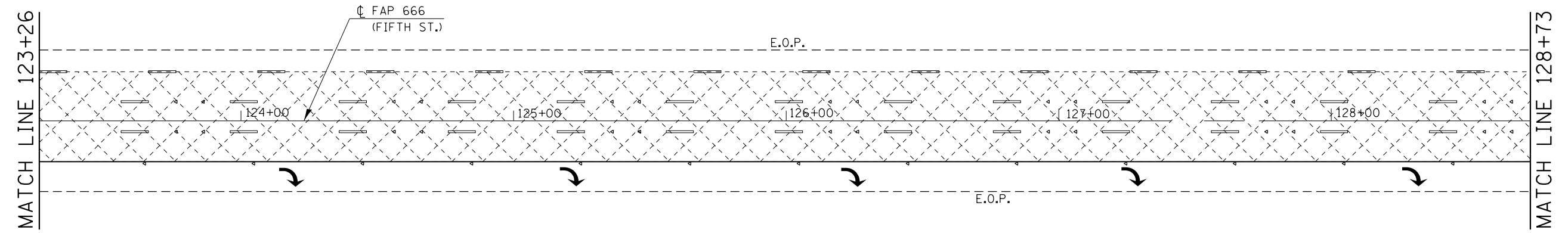
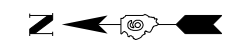
FOR INFORMATIONAL  
PURPOSES ONLY

FILE NAME =	USER NAME = sparksgr	DESIGNED - rts	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STATE JURISDICTION LAYOUT 5TH STREET</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default		DATE - 10-22-2014	REVISED -		SCALE:	SHEET 3	OF 5	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

 - PROJECT AREA,  
STATE JURISDICTION



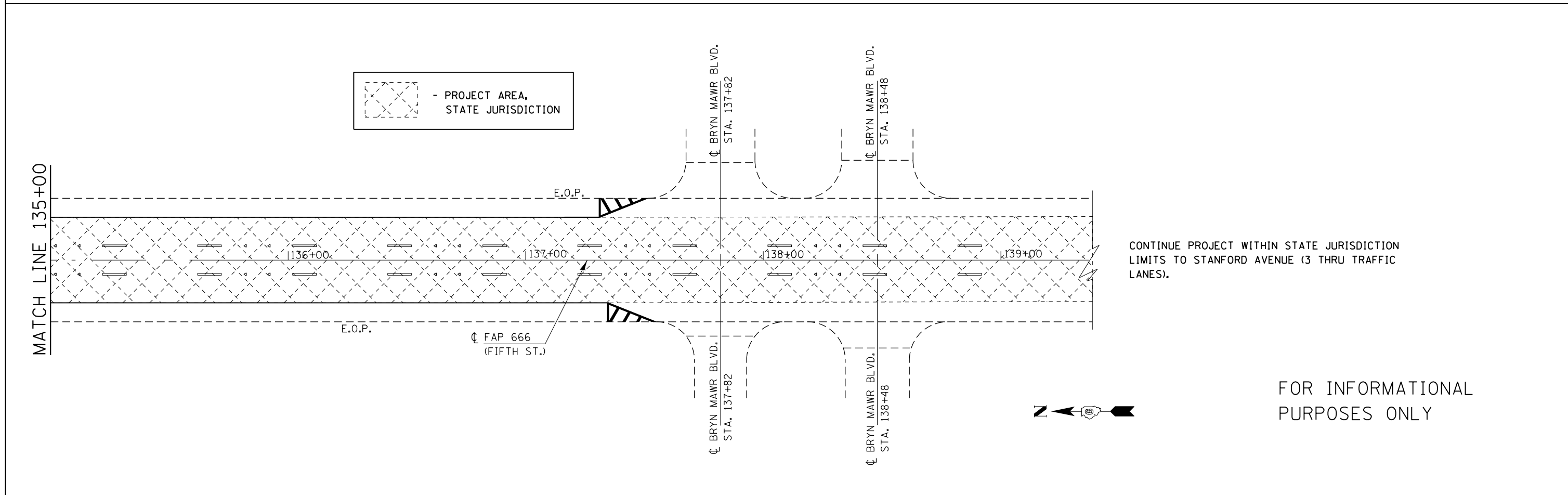
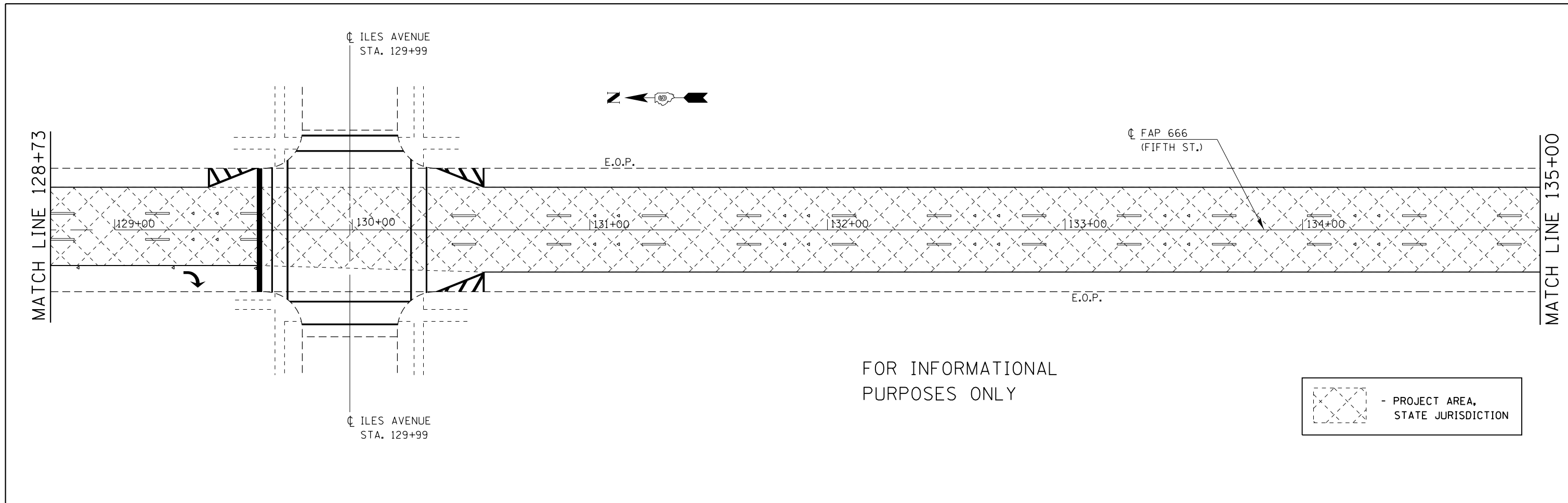
FOR INFORMATIONAL  
PURPOSES ONLY



FOR INFORMATIONAL  
PURPOSES ONLY

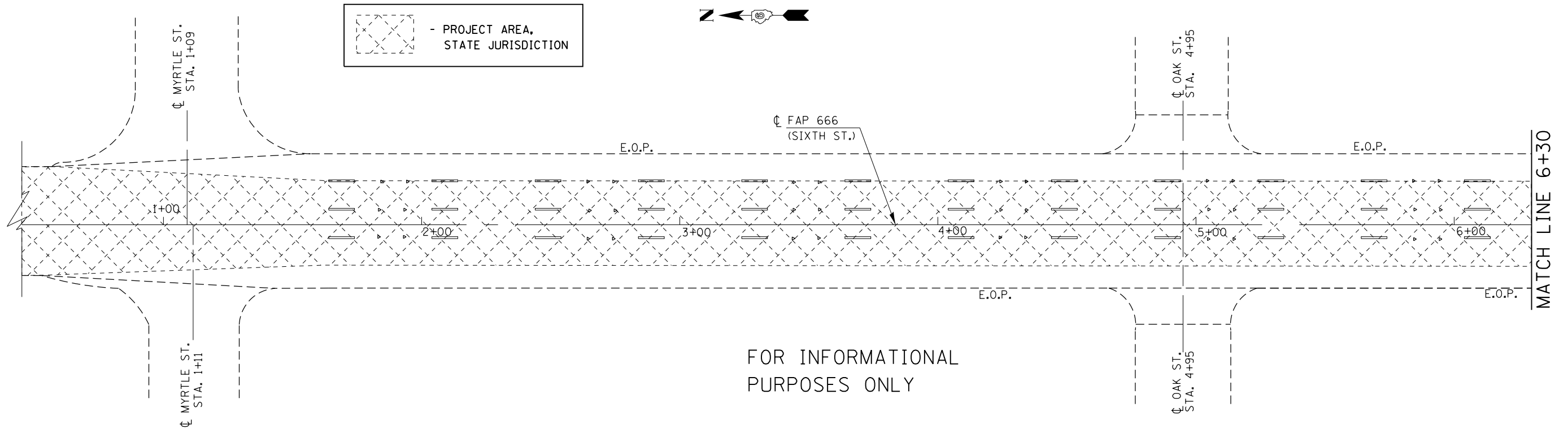
 - PROJECT AREA,  
STATE JURISDICTION

FILE NAME =	USER NAME = sparksqw	DESIGNED - rts	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STATE JURISDICTION LAYOUT 5TH STREET</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 6\Projects\0672\Drawings\0672\08-sht-jurisdiction\0672-08-sht-jurisdiction.dwg		DRAWN - rts	REVISED -		666	(110X) I-2, (SP-Z) I-1	SANGAMON	29	23			
Default	PLOT SCALE = 42.0000' / in.	CHECKED - rts	REVISED -		CONTRACT NO. 72H08							
	PLOT DATE = 10/31/2014	DATE - 10-22-2014	REVISED -		ILLINOIS FED. AID PROJECT							

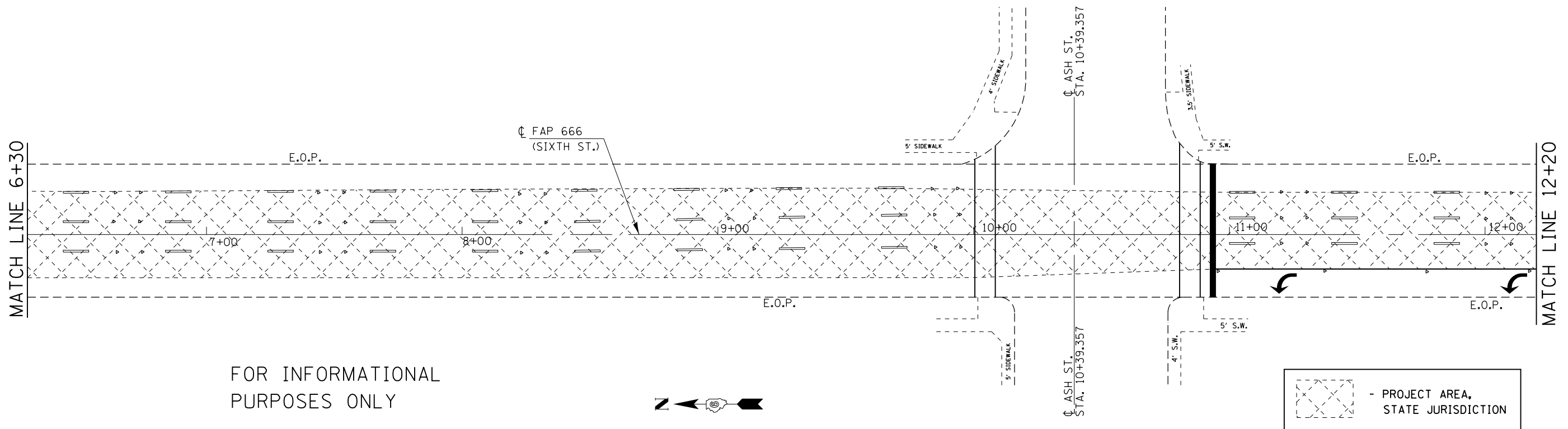


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Default	PLOT SCALE = 42.0000' / in.	CHECKED - rts	REVISED -			SCALE:	SHEET 5 OF 5 SHEETS	CONTRACT NO. 72H08		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 10/31/2014	DATE = 10-22-2014	REVISED -			STA. TO STA.					





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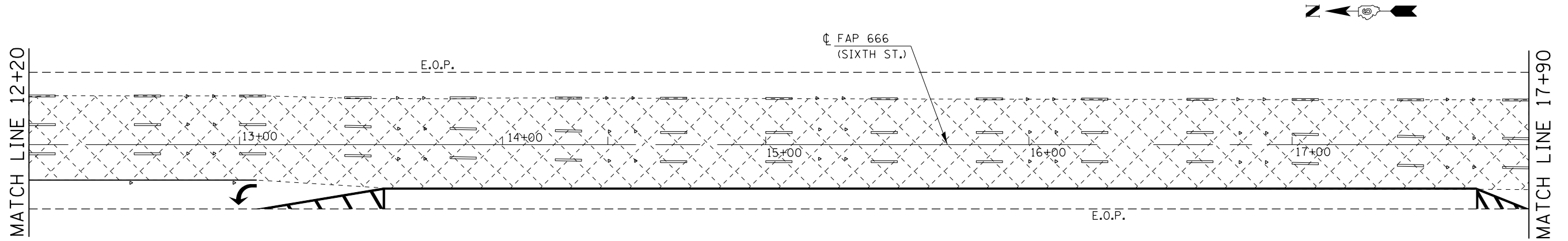
FOR INFORMATIONAL PURPOSES ONLY

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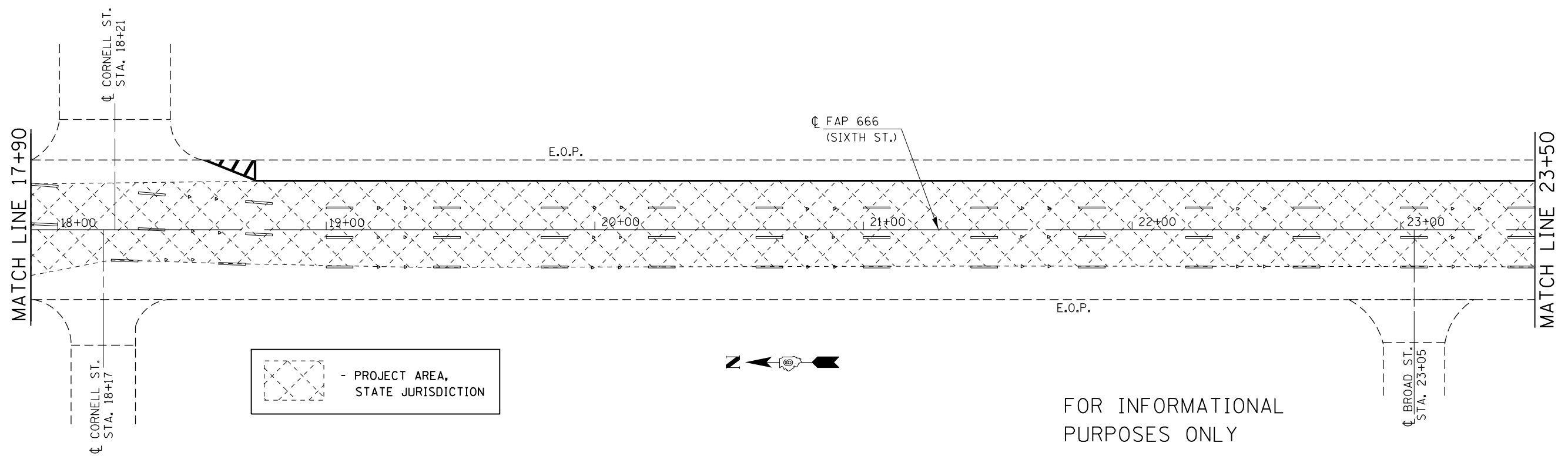
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>STATE JURISDICTION LAYOUT</b>			
<b>6TH STREET</b>			
SCALE:	SHEET 1	OF 5 SHEETS	STA. TO STA.

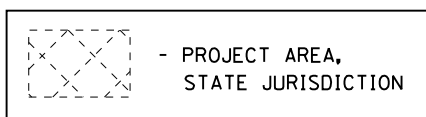
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	(110X) I-2, (SP-Z) I-1	SANGAMON	29	25
CONTRACT NO. 72H08				
ILLINOIS FED. AID PROJECT				



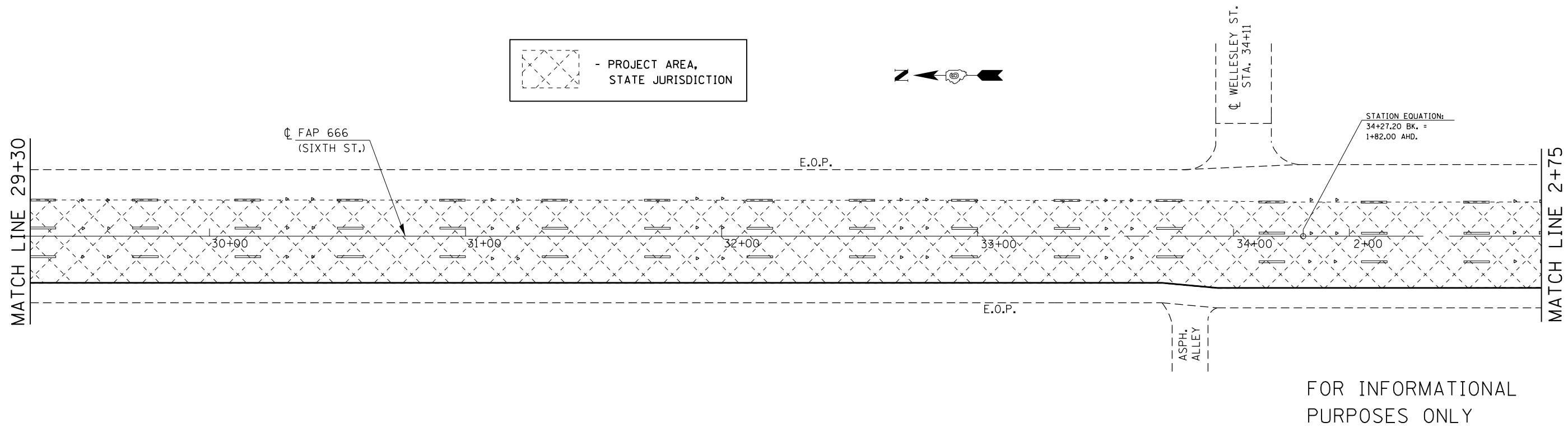
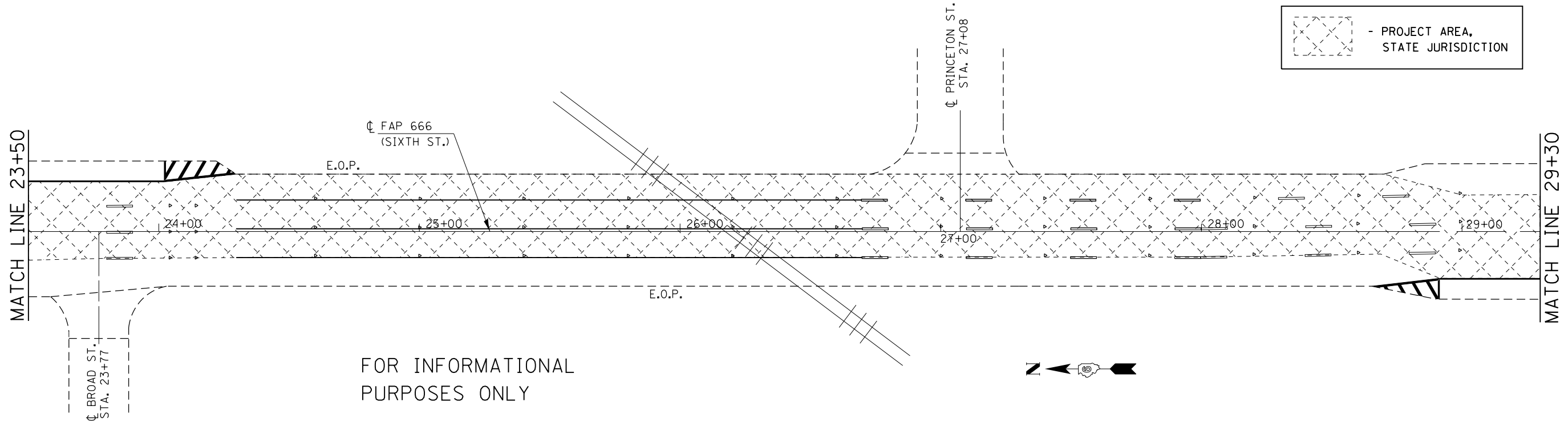
FOR INFORMATIONAL  
PURPOSES ONLY



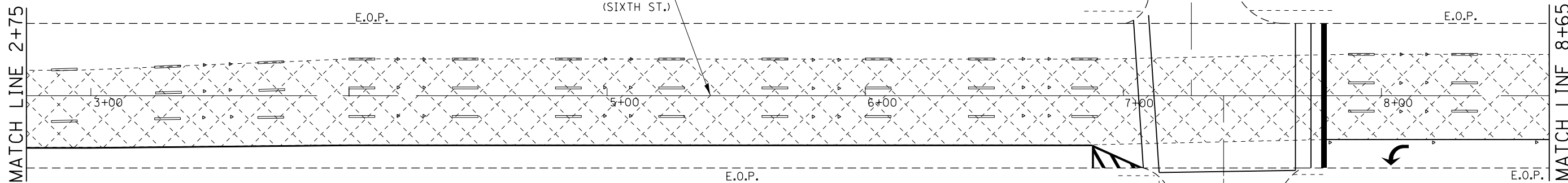
FOR INFORMATIONAL  
PURPOSES ONLY



FILE NAME =	USER NAME = sparksqw	DESIGNED - rts	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STATE JURISDICTION LAYOUT 6TH STREET</b>			F.A.P. RTE. 666	SECTION (110X) I-2, (SP-Z) I-1	COUNTY SANGAMON	TOTAL SHEETS 29	SHEET NO. 26
Default	PLOT SCALE = 42.0000' / in.	CHECKED - rts	REVISED -		SCALE:	SHEET 1	OF 5 SHEETS	STA.	TO STA.	CONTRACT NO. 72H08		
	PLOT DATE = 10/31/2014	DATE - 10-22-2014	REVISED -		ILLINOIS FED. AID PROJECT							

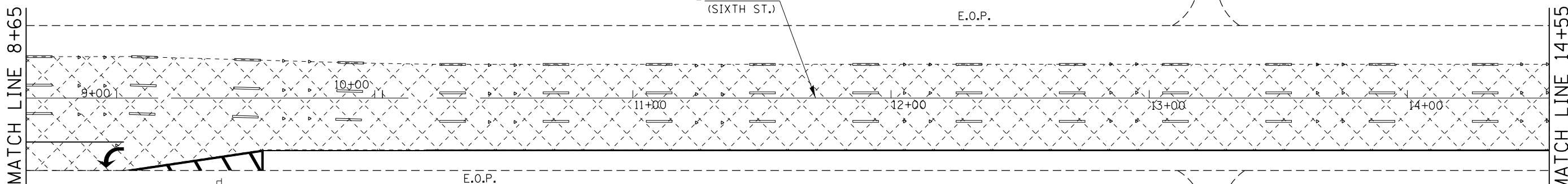


FILE NAME =	USER NAME = sparksqw	DESIGNED - rts	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STATE JURISDICTION LAYOUT 6TH STREET</b>			F.A.P. RTE. = 666	SECTION = (110X) I-2, (SP-Z) I-1	COUNTY = SANGAMON	TOTAL SHEETS = 29	SHEET NO. = 27
Default	PLOT SCALE = 42.0000' / in.	CHECKED - rts	REVISED -		SCALE:	SHEET 1	OF 5 SHEETS	STA.	TO STA.	CONTRACT NO. 72H08		
	PLOT DATE = 10/31/2014	DATE = 10-22-2014	REVISED -		ILLINOIS FED. AID PROJECT							



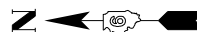
 - PROJECT AREA,  
STATE JURISDICTION

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PURPOSES ONLY

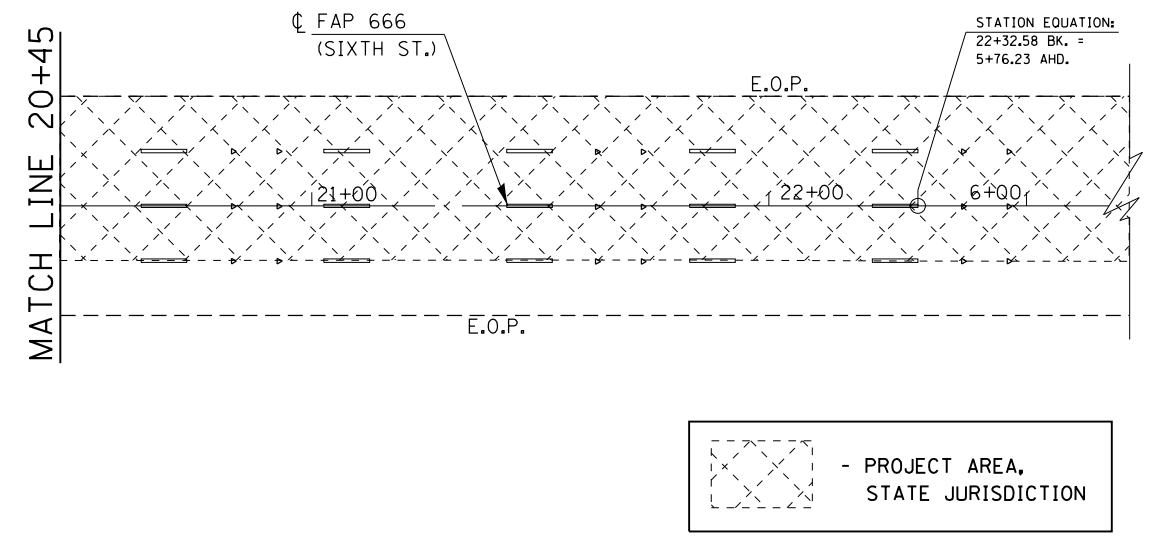
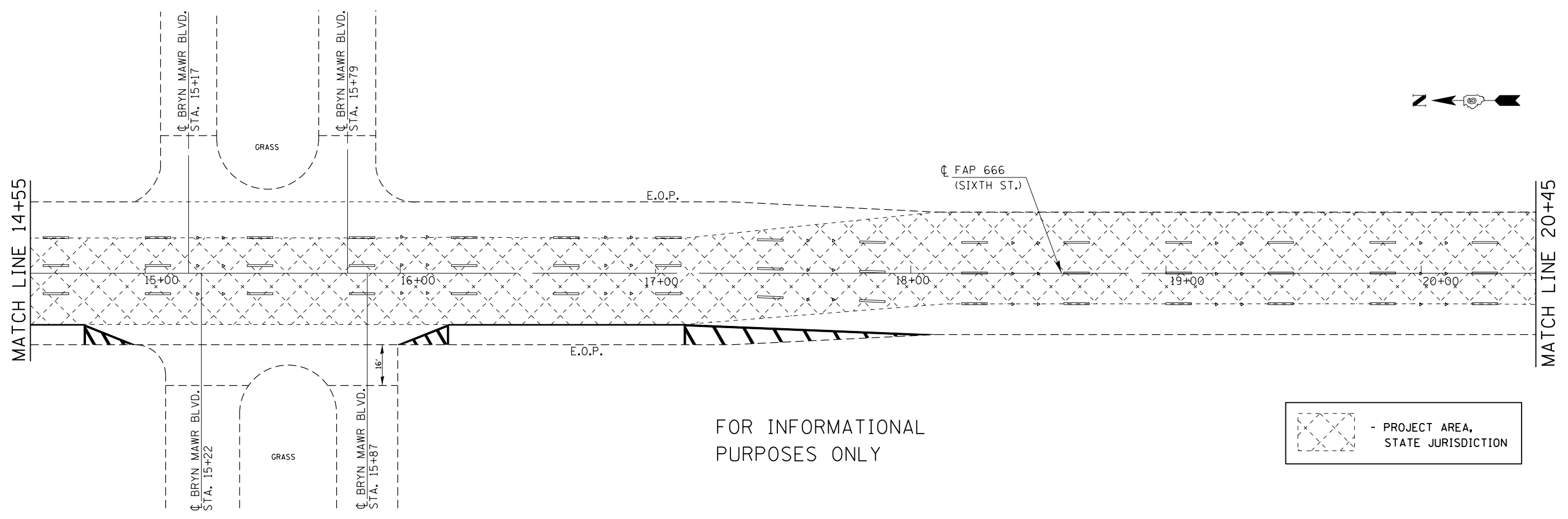


 - PROJECT AREA,  
STATE JURISDICTION

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PURPOSES ONLY



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	PLOT SCALE = 42.0000' / in.	CHECKED - rts	REVISED -		666	(110X) I-2, (SP-Z) I-1	SANGAMON	29	28	CONTRACT NO. 72H08		
Default	PLOT DATE = 10/31/2014	DATE - 10-22-2014	REVISED -		SCALE:	SHEET 1	OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



CONTINUE PROJECT WITHIN STATE JURISDICTION LIMITS TO STANFORD AVENUE (3 EASTERN THRU TRAFFIC LANES).

FILE NAME =	USER NAME = sparksgw	DESIGNED - rts	REVISED -
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Default	PLOT SCALE = 42.0000' / in.	CHECKED - rts	REVISED -
	PLOT DATE = 10/31/2014	DATE - 10-22-2014	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

<b>STATE JURISDICTION LAYOUT</b>			
<b>6TH STREET</b>			
SCALE:	SHEET 1	OF 5 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
666	(110X) I-2, (SP-Z) I-1	SANGAMON	29	29
CONTRACT NO. 72H08				
ILLINOIS FED. AID PROJECT				