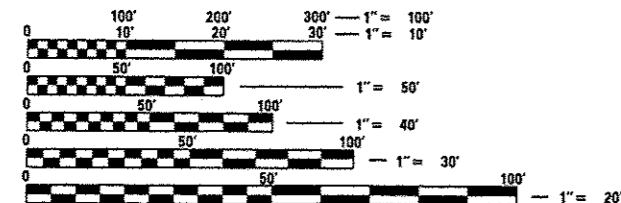


INDEX OF SHEETS

1. COVER SHEET
2. GENERAL NOTES
- 3-4. SUMMARY OF QUANTITIES
5. TYPICAL SECTION
- 6-7. SCHEDULES
8. TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 (SPECIAL)
9. PAVEMENT MARKING
- 10-14. DETOUR SIGNING
- 15-17. CLASS A PATCHING DETAILS
- 18-20. CLASS B PATCHING DETAILS

STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 442001-04 CLASS A PATCHES
- 701101-04 OFF-ROAD OPERATIONS MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
- 701401-04 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701426-07 LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
- 701428 TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
- 701901-04 TRAFFIC CONTROL DEVICES
- 701411-09
- 701451-03



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

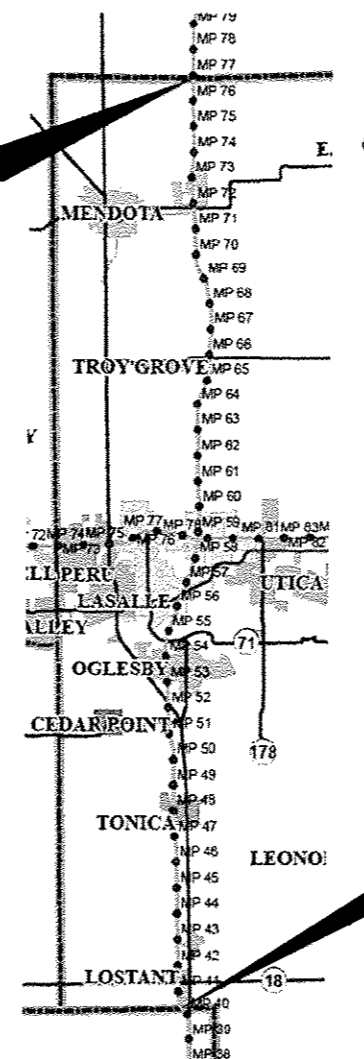
PROJECT ENGINEER: JOE KANNEL P.E.
UNIT CHIEF: RON WOODSHANK
TOWNSHIP: VARIOUS
CONTRACT NO. 66E32

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAI ROUTE 39 (I-39)
SECTION D3 PATCHING 2016-1
CRC PAVEMENT & PCC RAMP PATCHING
LASALLE COUNTY
C-93-015-15

IMPROVEMENT ENDS
LEE COUNTY LINE
(M.P. 77.76)



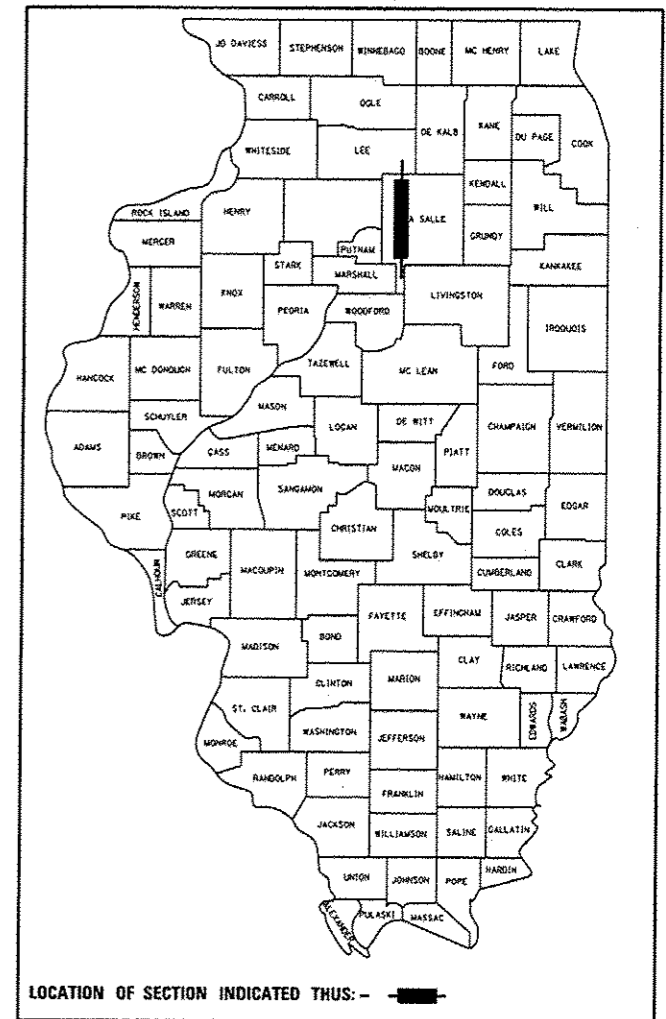
IMPROVEMENT BEGINS
MARSHALL COUNTY LINE
(M.P. 40.24)

LOCATION MAP

NOT TO SCALE
GROSS LENGTH = 198106 FT. = 37.52 MI.
NET LENGTH = 844 FT. = 0.16 MI

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|--------------------|----------|--------------------|-----------|
| 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 1 |
| | | ILLINOIS | CONTRACT NO. 66E32 | |

D-93-013-15



FUNCTIONAL CLASSIFICATION
RURAL - INTERSTATE
F.A.I. ROUTE 39 (I-39)
2013 ADT = 18800
P.V = 65.29% M.U. = 29.26% S.U. = 5.45%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 2 2015
Paul Coates
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8 2015
John D. Baranelli P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2015
Ones Osman P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW CONCRETE PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

ALL EXCAVATED MATERIAL, WHICH INCLUDES DIGGING OR GRADING OF ANY SOIL OR FILL MATERIAL, WITH THE EXCEPTION OF AGGREGATE FILLS, MUST BE INCORPORATED WITHIN THE IDOT RIGHT OF WAY DUE TO ENVIRONMENTAL DOCUMENTATION REQUIREMENTS.

COMMITMENTS

DATE: April 2, 2015

PREPARED BY: Don Benoit
DISTRICT STUDIES & PLANS ENGINEER

EXAMINED BY: Hubert D. [Signature]
DISTRICT CONSTRUCTION ENGINEER

[Signature]
DISTRICT MATERIALS ENGINEER

Bruce A. [Signature]
DISTRICT OPERATIONS ENGINEER

| | | | |
|--|-------------|------------|-----------|
| FILE NAME * | USER NAME * | DESIGNED - | REVISED - |
| a:\pw\work\p\idat\woodshenk1\08410847\0366E32-shr-detail.dgn | woodshenk1 | RW | - |
| | | DRAWN - | REVISED - |
| | | RW | - |
| | | CHECKED - | REVISED - |
| | | TP | - |
| | | DATE - | REVISED - |
| | | 3/12/2015 | - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|--------------------|---------|--------------------|-----------|
| 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 2 |
| | | | CONTRACT NO. 66E32 | |
| [ILLINOIS] | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE |
|----------|---|--------|----------------|--------------|
| | | | | CONT. MAINT. |
| | | | | 100% STATE |
| | | | | ROADWAY |
| | | | | 0005 |
| | | | | RURAL |
| 44200553 | CLASS A PATCHES, TYPE II, 10 INCH | SO YD | 525 | 525 |
| 44200557 | CLASS A PATCHES, TYPE III, 10 INCH | SO YD | 141 | 141 |
| 44200559 | CLASS A PATCHES, TYPE IV, 10 INCH | SO YD | 454 | 454 |
| 44200970 | CLASS B PATCHES, TYPE II, 10 INCH | SO YD | 660 | 660 |
| 44201299 | DOWEL BARS 1 1/2" | EACH | 1680 | 1680 |
| 44213000 | PATCHING REINFORCEMENT | SO YD | 1120 | 1120 |
| 44213200 | SAW CUTS | FOOT | 3804 | 3804 |
| 44213204 | TIE BARS 3/4" | EACH | 1825 | 1825 |
| 67100100 | MOBILIZATION | LSUM | 1 | 1 |
| 70100420 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701411 | EACH | 25 | 25 |
| 70100820 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701451 | LSUM | 1 | 1 |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 25 | 25 |
| 78009004 | MODIFIED URETHANE PAVEMENT MARKING - LINE 4" | FOOT | 1554 | 1554 |
| 78009006 | MODIFIED URETHANE PAVEMENT MARKING - LINE 6" | FOOT | 690 | 690 |

*SPECIALITY ITEMS

| | | | |
|--|-------------------------|------------------|-----------|
| FILE NAME = | USER NAME = woodshenkr1 | DESIGNED - RW | REVISED - |
| g:\pwork\pvidat\woodshenkr1\d0410047\0366E32-shr-detaile.dgn | | DRAWN - RW | REVISED - |
| | | CHECKED - TP | REVISED - |
| | | DATE - 3/12/2015 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

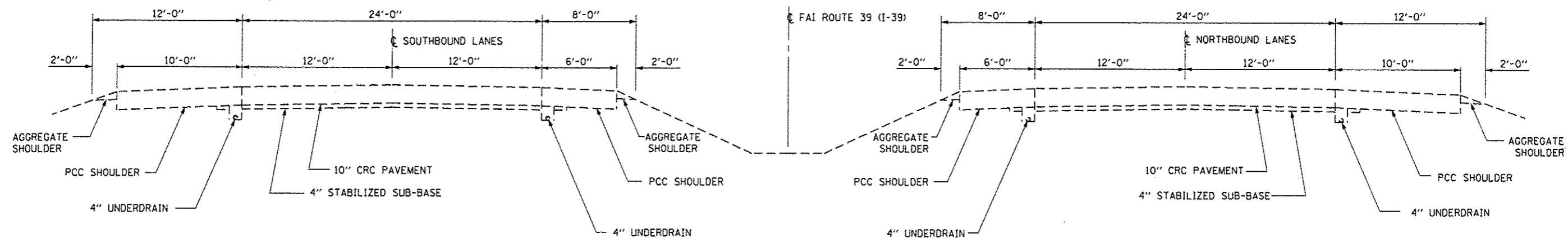
SUMMARY OF QUANTITIES

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

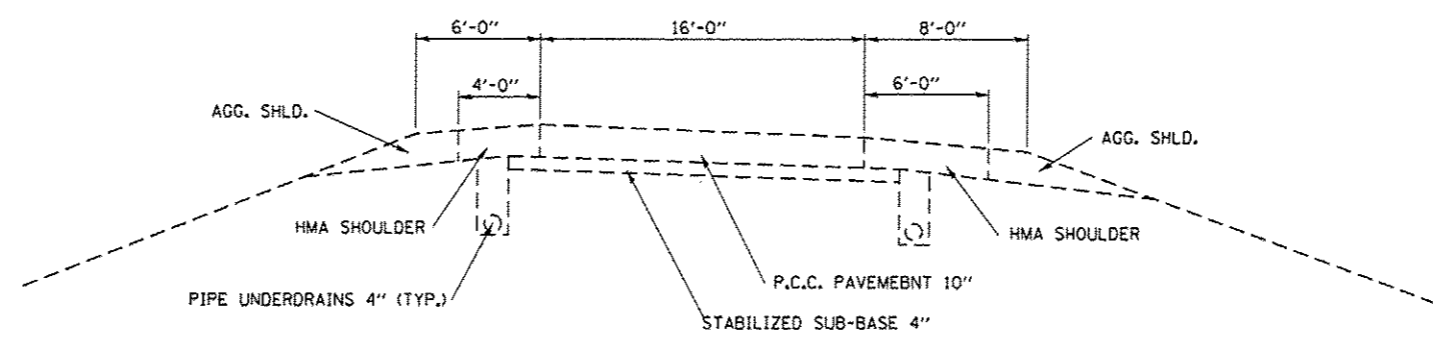
| | | | | |
|-------------|--------------------|---------|--------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 3 |
| ILLINOIS | | | CONTRACT NO. 66E32 | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE | |
|----------|---|--------|----------------|-------------------------|-------|
| | | | | CONT. MAINT. 100% STATE | |
| | | | | ROADWAY 0005 | RURAL |
| Z0016702 | DETOUR SIGNING | LSUM | 1 | | 1 |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SO FT | 84 | | 84 |
| X0326880 | MESSAGE BOARD VEHICLE DRIVER | HOUR | 300 | | 300 |
| X0326907 | PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE SIGN | CAL MO | 1 | | 1 |
| X7010410 | SPEED DISPLAY TRAILER | CAL MO | 1 | | 1 |
| X7010805 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL) | LSUM | 1 | | 1 |

| | | | | | | | | | | | |
|--|-------------------------|------------------|-----------|---|------------------------------|--------------------|-------------------------|---------|--------------|-----------|--|
| FILE NAME = | USER NAME = woodshankr1 | DESIGNED - RW | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| c:\pwwork\pvidat\woodshankr1\d0410847\ | 366E32-sht-details.dgn | DRAWN - RW | REVISED - | | | 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 4 | |
| | PLOT SCALE = 1/8"=1'-0" | CHECKED - TP | REVISED - | | | CONTRACT NO. 66E32 | | | | | |
| | PLOT DATE = 3/31/2015 | DATE - 3/12/2015 | REVISED - | | | SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA. | ILLINOIS | |



TYPICAL SECTION
FAI ROUTE 39 (I-39) – MAINLINE



TYPICAL SECTION
FAI ROUTE 3980 INTERCHANGE – RAMPS A, B, C, D

| | | | | | | | | | | |
|--|---------------------------|------------------|-----------|---|-------------------------|-------------------------|--------------------|---------|--------------|-----------|
| FILE NAME = c:\pwwork\pwwork\woodshankr\108410847 | USER NAME = woodshankr1 | DESIGNED - RW | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 368E32-shr-detail.dgn | DRAWN - RW | REVISED - | | | 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 5 |
| | PLOT SCALE = 1/8" = 1'-0" | CHECKED - TP | REVISED - | | | CONTRACT NO. 66E32 | | | | |
| | PLOT DATE = 3/31/2015 | DATE - 3/12/2015 | REVISED - | | | ILLINOIS | | | | |
| SCALE: | | | | | | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | | |

SCHEDULES - NORTHBOUND LANE

| LOCATION | DRIVE LANE | DRIVING LANE | | | | | |
|--------------|------------|---------------|----------------|---------------|--------------|----------|----------|
| | | CLASS A 10" | | | PATCH REINF. | SAW CUTS | TIE BARS |
| MILE POST | FOOT | TYPE II SQ YD | TYPE III SQ YD | TYPE IV SQ YD | | | |
| 48.05 | 6 | 8 | | | 8 | 36 | 24 |
| 48.05 | 8 | 11 | | | 11 | 40 | 24 |
| 48.05 | 30 | | | 40 | 40 | 84 | 39 |
| 48.50 | 6 | 8 | | | 8 | 36 | 24 |
| 54.20 | 6 | 8 | | | 8 | 36 | 24 |
| 54.20 | 8 | 11 | | | 11 | 40 | 24 |
| 54.25 | 6 | 8 | | | 8 | 36 | 24 |
| 54.40 | 6 | 8 | | | 8 | 36 | 24 |
| 56.10 | 8 | 11 | | | 11 | 40 | 24 |
| 56.40 | | | | | | | 24 |
| 56.70 | 8 | 11 | | | 11 | 40 | 24 |
| 56.70 | 15 | | 20 | | 20 | 54 | 24 |
| 56.70 | 20 | | | 27 | 27 | 64 | 34 |
| 56.70 | 8 | 11 | | | 11 | 40 | 24 |
| 65.90 | 15 | | 20 | | 20 | 54 | 24 |
| 65.90 | 62 | | | 83 | 83 | 148 | 55 |
| 70.00 | 50 | | | 67 | 67 | 124 | 49 |
| 71.10 | 6 | 8 | | | 8 | 36 | 24 |
| 71.10 | 24 | | | 32 | 32 | 72 | 36 |
| NB SUBTOTALS | | 103 | 40 | 249 | 392 | 1016 | 549 |

SCHEDULES - SOUTHBOUND LANE

| LOCATION | DRIVE LANE | DRIVING LANE | | | | | |
|--------------|------------|---------------|----------------|---------------|--------------|----------|----------|
| | | CLASS A 10" | | | PATCH REINF. | SAW CUTS | TIE BARS |
| MILE POST | FOOT | TYPE II SQ YD | TYPE III SQ YD | TYPE IV SQ YD | | | |
| 75.50 | 6 | 8 | | | 8 | 60 | 24 |
| 75.10 | 8 | 11 | | | 11 | 64 | 24 |
| 75.00 | 8 | 11 | | | 11 | 64 | 24 |
| 74.10 | 12 | | 16 | | 16 | 72 | 24 |
| 74.10 | 6 | 8 | | | 8 | 60 | 24 |
| 74.10 | 6 | 8 | | | 8 | 60 | 24 |
| 73.20 | 104 | | | 139 | 139 | 256 | 76 |
| 73.05 | 6 | 8 | | | 8 | 60 | 24 |
| 71.00 | 10 | 13 | | | 13 | 68 | 24 |
| 70.90 | 8 | 11 | | | 11 | 64 | 24 |
| 70.80 | 6 | 8 | | | 8 | 60 | 24 |
| 70.80 | 8 | 11 | | | 11 | 64 | 24 |
| 70.65 | 25 | | | 33 | 33 | 98 | 36 |
| 70.10 | 10 | 13 | | | 13 | 68 | 24 |
| 69.20 | 8 | 11 | | | 11 | 64 | 24 |
| 69.20 | 8 | 11 | | | 11 | 64 | 24 |
| 69.10 | 8 | 11 | | | 11 | 64 | 24 |
| 68.40 | 16 | | 21 | | 21 | 80 | 24 |
| 68.40 | 8 | 11 | | | 11 | 64 | 24 |
| 68.00 | 10 | 13 | | | 13 | 68 | 24 |
| 67.10 | 6 | 8 | | | 8 | 60 | 24 |
| 67.10 | 8 | 11 | | | 11 | 64 | 24 |
| 66.90 | 6 | 8 | | | 8 | 60 | 24 |
| 65.40 | 6 | 8 | | | 8 | 60 | 24 |
| 65.20 | 8 | 11 | | | 11 | 64 | 24 |
| 65.20 | 10 | 13 | | | 13 | 68 | 24 |
| 64.40 | 8 | 11 | | | 11 | 64 | 24 |
| 52.60 | 8 | 11 | | | 11 | 64 | 24 |
| 50.25 | 10 | 13 | | | 13 | 68 | 24 |
| 47.70 | 6 | 8 | | | 8 | 60 | 24 |
| 47.60 | 6 | 8 | | | 8 | 60 | 24 |
| 47.20 | 6 | 8 | | | 8 | 60 | 24 |
| 47.20 | 8 | 11 | | | 11 | 64 | 24 |
| 47.10 | 8 | 11 | | | 11 | 64 | 24 |
| 46.70 | 8 | 11 | | | 11 | 64 | 24 |
| 46.40 | 8 | 11 | | | 11 | 64 | 24 |
| 46.35 | 8 | 11 | | | 11 | 64 | 24 |
| 46.30 | 8 | 11 | | | 11 | 64 | 24 |
| 45.40 | 8 | 11 | | | 11 | 64 | 24 |
| 43.00 | 12 | | 16 | | 16 | 72 | 24 |
| 43.00 | 6 | 8 | | | 8 | 60 | 24 |
| 43.00 | 8 | 11 | | | 11 | 64 | 24 |
| 42.60 | 25 | | | 33 | 33 | 98 | 36 |
| 42.60 | 12 | | 16 | | 16 | 72 | 24 |
| 42.60 | 8 | 11 | | | 11 | 64 | 24 |
| 42.60 | 8 | 11 | | | 11 | 64 | 24 |
| 42.40 | 12 | | 16 | | 16 | 72 | 24 |
| 42.40 | 8 | 11 | | | 11 | 64 | 24 |
| 42.10 | 12 | | 16 | | 16 | 72 | 24 |
| 42.10 | 6 | 8 | | | 8 | 60 | 24 |
| SB SUBTOTALS | | 422 | 101 | 205 | 728 | 2788 | 1276 |

CLASS B PATCHING SCHEDULE
I-80/39 RAMPS

| LOCATION | RAMP | | |
|----------------------|-----------------------------|-----------------|---------------|
| | CLASS B PATCH TYPE II SQ YD | DOWEL BARS EACH | SAW CUTS FOOT |
| NORTHWEST OUTER RAMP | 165 | 420 | 900 |
| NORTHEAST OUTER RAMP | 165 | 420 | 900 |
| SOUTHWEST OUTER RAMP | 165 | 420 | 900 |
| SOUTHEAST OUTER RAMP | 165 | 420 | 900 |
| TOTALS | 660 | 1680 | 3600 |

SCHEDULE - MAINLINE NORTHBOUND
NORTHBOUND

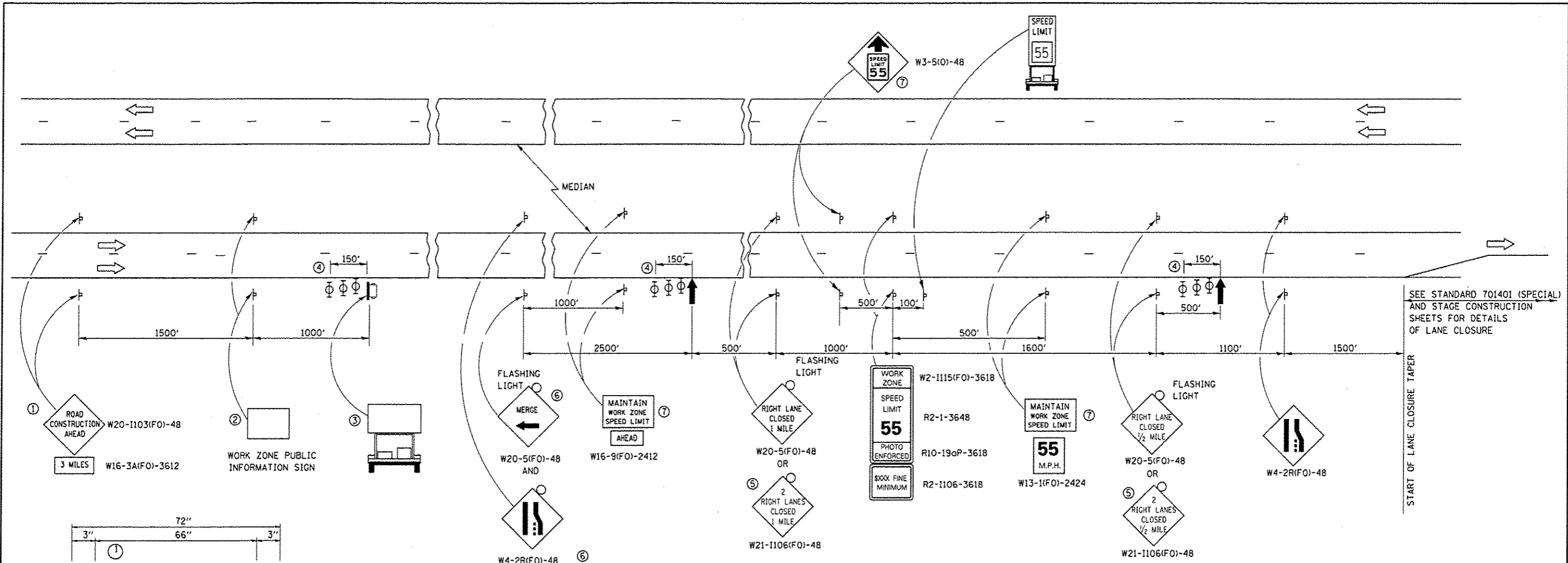
| LOCATION MILE POST | MODIFIED URETHANE PAVEMENT MARKING LINE 4" | | MODIFIED URETHANE PAVEMENT MARKING LINE 6" |
|---------------------------|--|-------|--|
| | FEET | | FEET |
| | YELLOW | WHITE | WHITE |
| 48.05 | | 6 | 10 |
| 48.05 | | 8 | 10 |
| 48.05 | | 30 | 10 |
| 48.50 | | 6 | 10 |
| 54.20 | | 6 | 10 |
| 54.20 | | 8 | 10 |
| 54.25 | | 6 | 10 |
| 54.40 | | 6 | 10 |
| 56.10 | | 8 | 10 |
| 56.40 | | | 10 |
| 56.70 | | 8 | 10 |
| 56.70 | | 15 | 10 |
| 56.70 | | 20 | 10 |
| 56.70 | | 8 | 10 |
| 65.90 | | 15 | 10 |
| 65.90 | | 62 | 10 |
| 70.00 | | 50 | 10 |
| 71.10 | | 6 | 10 |
| 71.10 | | 24 | 10 |
| SUBTOTAL | | 292 | |
| NB TOTALS | | 292 | 190 |

SCHEDULE - MAINLINE SOUTHBOUND
SOUTHBOUND

| LOCATION MILE POST | MODIFIED URETHANE PAVEMENT MARKING LINE 4" | | MODIFIED URETHANE PAVEMENT MARKING LINE 6" |
|---------------------------|--|-------|--|
| | FEET | | FEET |
| | YELLOW | WHITE | WHITE |
| 75.50 | | 6 | 10 |
| 75.10 | | 8 | 10 |
| 75.00 | | 8 | 10 |
| 74.10 | | 12 | 10 |
| 74.10 | | 6 | 10 |
| 74.10 | | 6 | 10 |
| 73.20 | | 104 | 10 |
| 73.05 | | 6 | 10 |
| 71.00 | | 10 | 10 |
| 70.90 | | 8 | 10 |
| 70.80 | | 6 | 10 |
| 70.80 | | 8 | 10 |
| 70.65 | | 25 | 10 |
| 70.10 | | 10 | 10 |
| 69.20 | | 8 | 10 |
| 69.20 | | 8 | 10 |
| 69.10 | | 8 | 10 |
| 68.40 | | 16 | 10 |
| 68.40 | | 8 | 10 |
| 68.00 | | 10 | 10 |
| 67.10 | | 6 | 10 |
| 67.10 | | 8 | 10 |
| 66.90 | | 6 | 10 |
| 65.40 | | 6 | 10 |
| 65.20 | | 8 | 10 |
| 65.20 | | 10 | 10 |
| 64.40 | | 8 | 10 |
| 52.60 | | 8 | 10 |
| 50.25 | | 10 | 10 |
| 47.70 | | 6 | 10 |
| 47.60 | | 6 | 10 |
| 47.20 | | 6 | 10 |
| 47.20 | | 8 | 10 |
| 47.10 | | 8 | 10 |
| 46.70 | | 8 | 10 |
| 46.40 | | 8 | 10 |
| 46.35 | | 8 | 10 |
| 46.30 | | 8 | 10 |
| 45.40 | | 8 | 10 |
| 43.00 | | 12 | 10 |
| 43.00 | | 6 | 10 |
| 43.00 | | 8 | 10 |
| 42.60 | | 25 | 10 |
| 42.60 | | 12 | 10 |
| 42.60 | | 8 | 10 |
| 42.60 | | 8 | 10 |
| 42.40 | | 12 | 10 |
| 42.40 | | 8 | 10 |
| 42.10 | | 12 | 10 |
| 42.10 | | 6 | 10 |
| SUBTOTAL | | 542 | |
| SB TOTALS | | 542 | 500 |

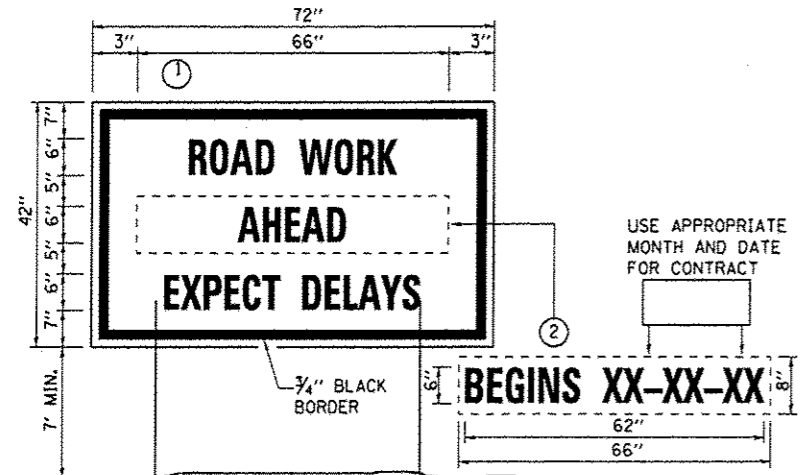
SCHEDULE - RAMPS
I-80/I-39

| LOCATION MILE POST | MODIFIED URETHANE PAVEMENT MARKING LINE 4" | |
|---------------------------|--|-------|
| | FEET | |
| | YELLOW | WHITE |
| NORTHWEST RAMP | 90 | 90 |
| NORTHEAST RAMP | 90 | 90 |
| SOUTHWEST RAMP | 90 | 90 |
| SOUTHEAST RAMP | 90 | 90 |
| RAMP TOTALS | 360 | 360 |



SEE STANDARD 701401 (SPECIAL) AND STAGE CONSTRUCTION SHEETS FOR DETAILS OF LANE CLOSURE

START OF LANE CLOSURE TAPER

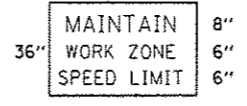


TEMPORARY INFORMATION SIGNING

- NOTES:**
- USE 6" D BLACK LETTERING ON FLOURESENT ORANGE BACKGROUND.
 - ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS ON EACH SIDE OF THE ROADWAY AS DIRECTED BY THE ENGINEER.
 - ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
 - REMOVE PANEL ② ON THAT DATE.
 - SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
 - WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

- THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 MILES IN ADVANCE OF THE PROJECT LIMITS.
- THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- TO BE PLACED IN THE MEDIAN WHEN FEASIBLE. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
"RIGHT LANE CLOSED" / " x MILES AHEAD"
"LEFT LANE CLOSED" / " x MILES AHEAD"
"ALL LANES OPEN"
- THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.
- THIS SIGN SHALL BE USED WHEN 2 LANES ARE CLOSED.
- WHEN THE LEFT LANE IS CLOSED, SWITCH THESE TWO SIGNS AND THE DIRECTION OF THE MERGE ARROW.
- THIS SIGN SHALL ONLY BE USED IF THE EXISTING SPEED LIMIT IS GREATER THAN 65 MPH.

⑦ 48"x36" FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.



- ↑ ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- LANE DROP ARROW - SEE STANDARD 780001
- ⊞ SPEED DISPLAY TRAILER

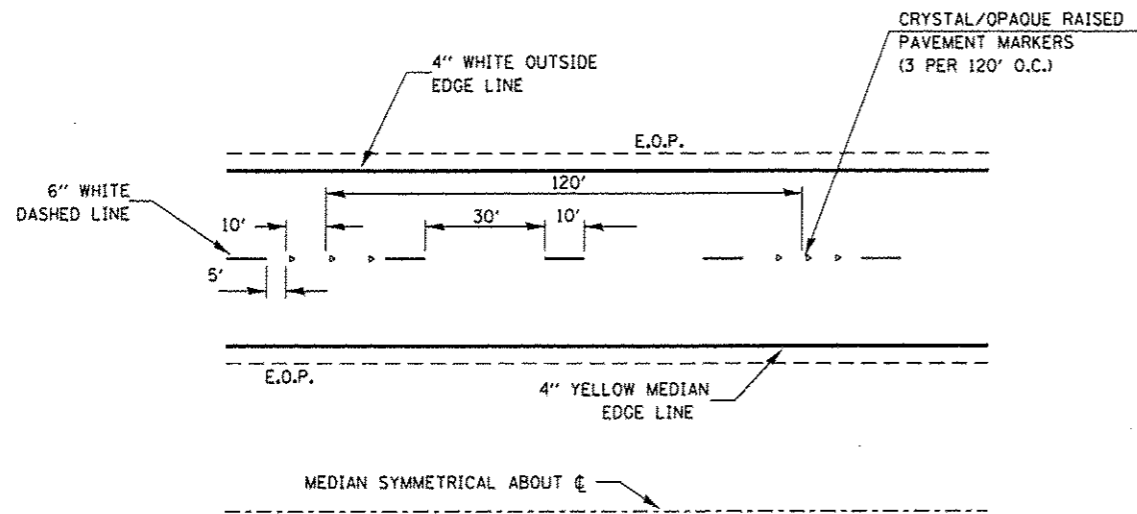
GENERAL NOTE:

THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.

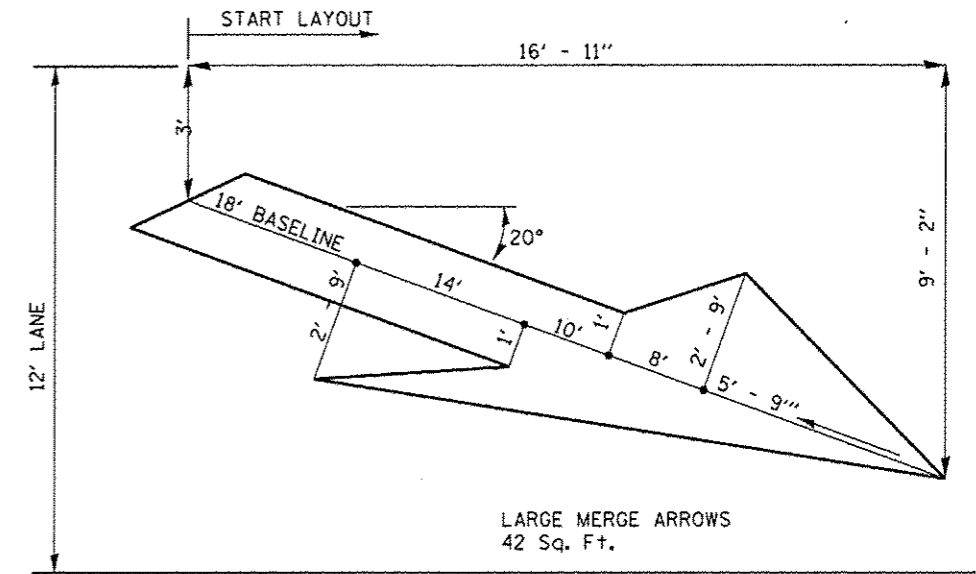
WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.

THE FIRST TWO SIGNS AND THE MESSAGE BOARD ARE STATIONARY. THE OTHER SIGNS AND ARROWBOARDS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

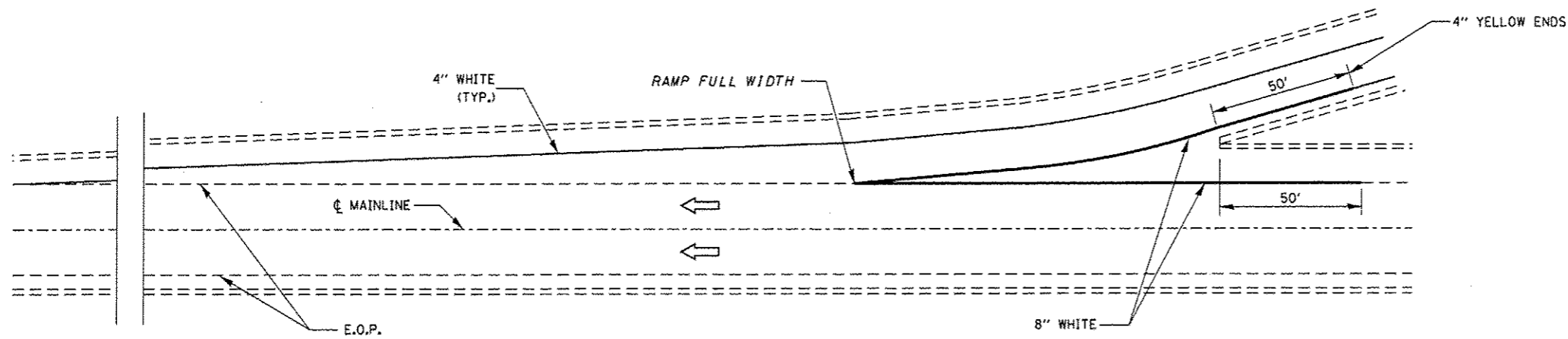
SEE SPECIAL PROVISIONS.



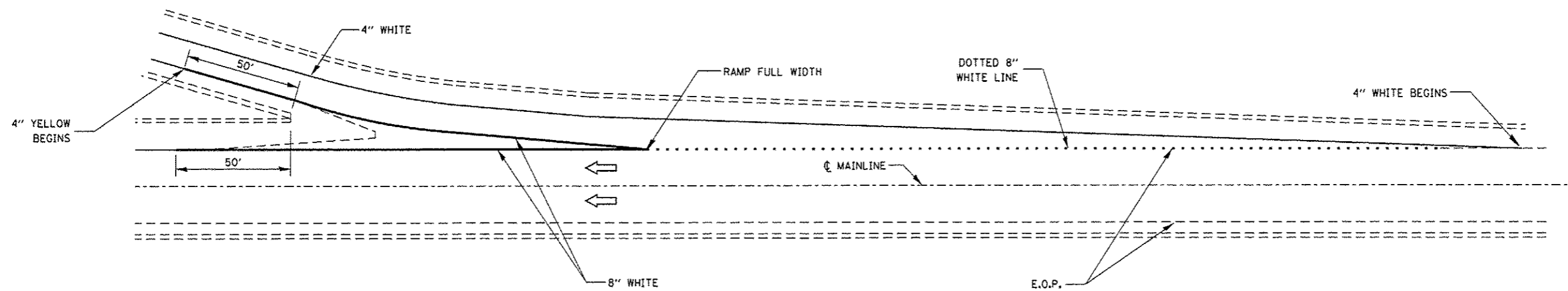
TYPICAL PAVEMENT MARKINGS



LANE DROP ARROW

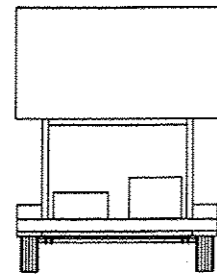


TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



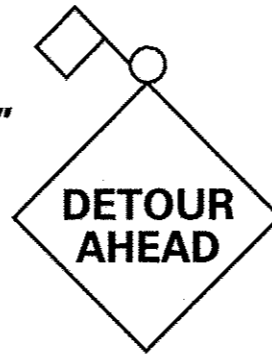
TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

| | | | | | | | | | | | |
|---------------------------------------|------------------------------|------------------|-----------|---|---|--------------------|-------------------------|---------|--------------|-----------|--|
| FILE NAME = | USER NAME = woodshankr1 | DESIGNED - RW | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TRAFFIC CONTROL AND PROTECTION STANDARD 701400 (SPECIAL) DETAILS | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| c:\pwwork\pwwork\woodshankr1\08418647 | 366E32-sht-details.dgn | DRAWN - RW | REVISED - | | | 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 9 | |
| | PLOT SCALE = 1/8" = 1' / in. | CHECKED - TP | REVISED - | | | CONTRACT NO. 66E32 | | | | | |
| | PLOT DATE = 3/31/2015 | DATE - 3/12/2015 | REVISED - | | | SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | | |
| ILLINOIS | | | | | | | | | | | |



CHANGEABLE MESSAGE SIGN
MESSAGE TO READ AS FOLLOWS:
"EXIT RAMP CLOSED AHEAD
FOLLOW DETOUR"
1 SIGN
REQUIRED

W20-2
48" X 48"



1 SIGN
REQUIRED

M4-8(0)
30" X 15"



7 SIGNS
REQUIRED

M3-1
30 X 15"



7 SIGNS
REQUIRED

M3-2
30 X 15"



7 SIGNS
REQUIRED

M3-3
30 X 15"



7 SIGNS
REQUIRED

M3-4
30 X 15"



7 SIGNS
REQUIRED

E5-2a
40" X 36"



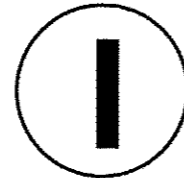
1 SIGN
REQUIRED

M1-1
36" X 36"



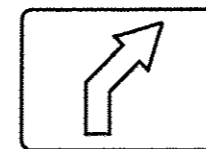
7 SIGNS
REQUIRED

M1-1
36" X 36"



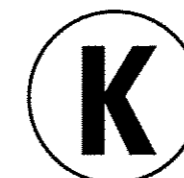
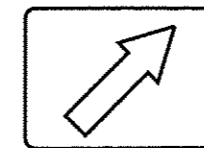
7 SIGNS
REQUIRED

M5-2(0)
30" X 15"



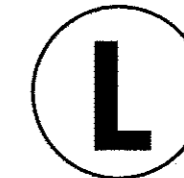
1 SIGN
REQUIRED

M6-2(0)
30" X 15"



5 SIGNS
REQUIRED

M6-3(0)
30" X 15"



1 SIGNS
REQUIRED

M4-8a(0)
30" X 15"



1 SIGN
REQUIRED

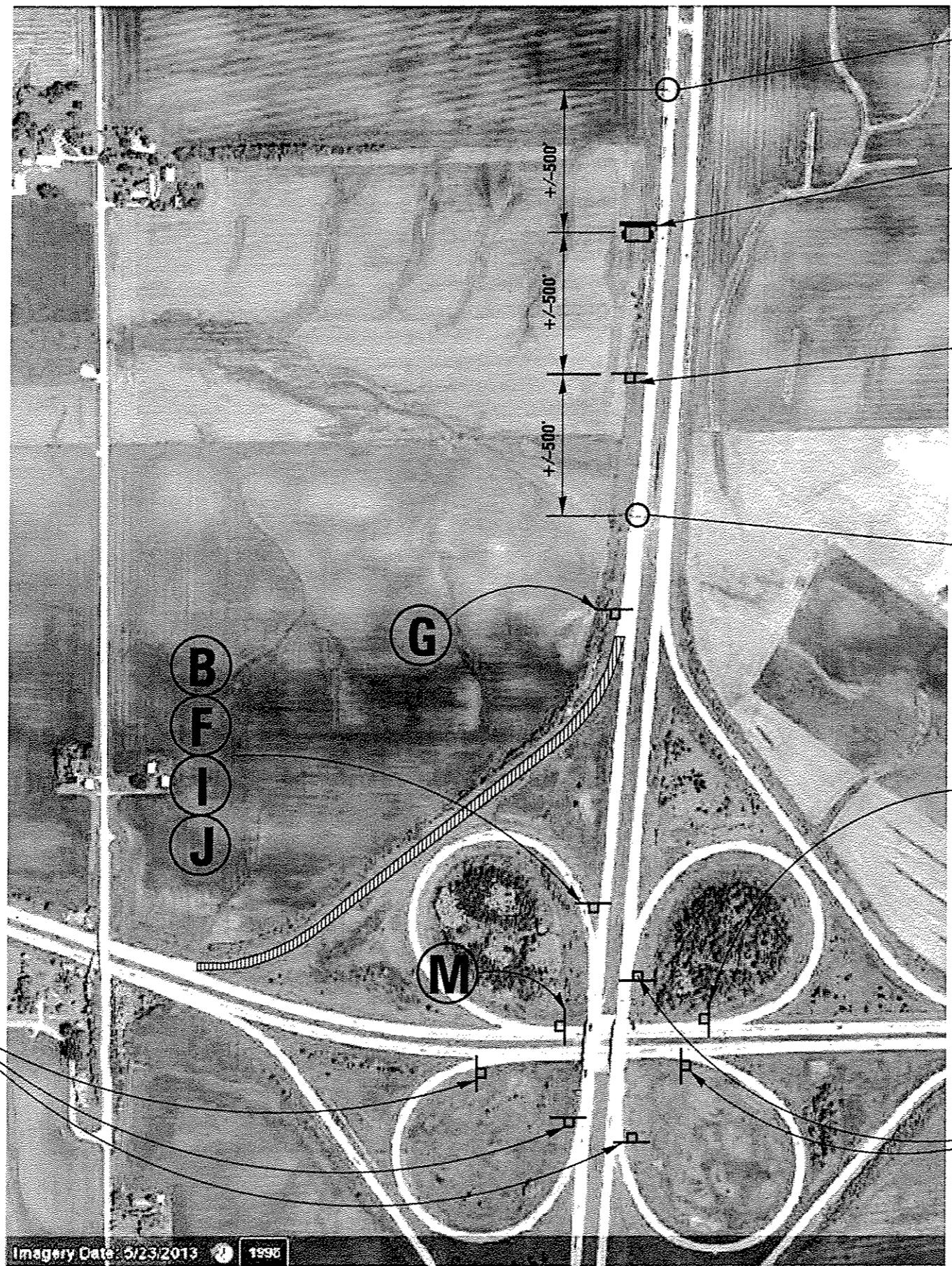
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| PLOT SCALE = 100.0000' / in. | CHECKED - TP | REVISIONS - | REVISIONS - |
| PLOT DATE = 3/31/2015 | DATE - 3/12/2015 | REVISIONS - | REVISIONS - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

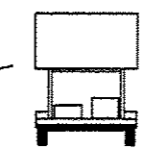
DETOUR SIGNING
SIGN LEGEND

SCALE: SHEET NO. 1 OF 5 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|--------------------|---------|--------------------|-----------|
| 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 10 |
| ILLINOIS | | | CONTRACT NO. 66E32 | |



EXISTING OVD
SIGN TRUSS



A

NOTES:
HATCHED AREA REPRESENTS CLOSED RAMP

RAMP SHALL BE CLOSED ACCORDING TO
TRAFFIC CONTROL & PROTECTION STANDARD 701451

EXISTING OVD
SIGN TRUSS

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|-------------------------------------|-------------------------------|------------------|-----------|
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| | PLOT SCALE = 100.0000 ' / in. | CHECKED - TP | REVISED - |
| | PLOT DATE = 3/31/2015 | DATE - 3/12/2015 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

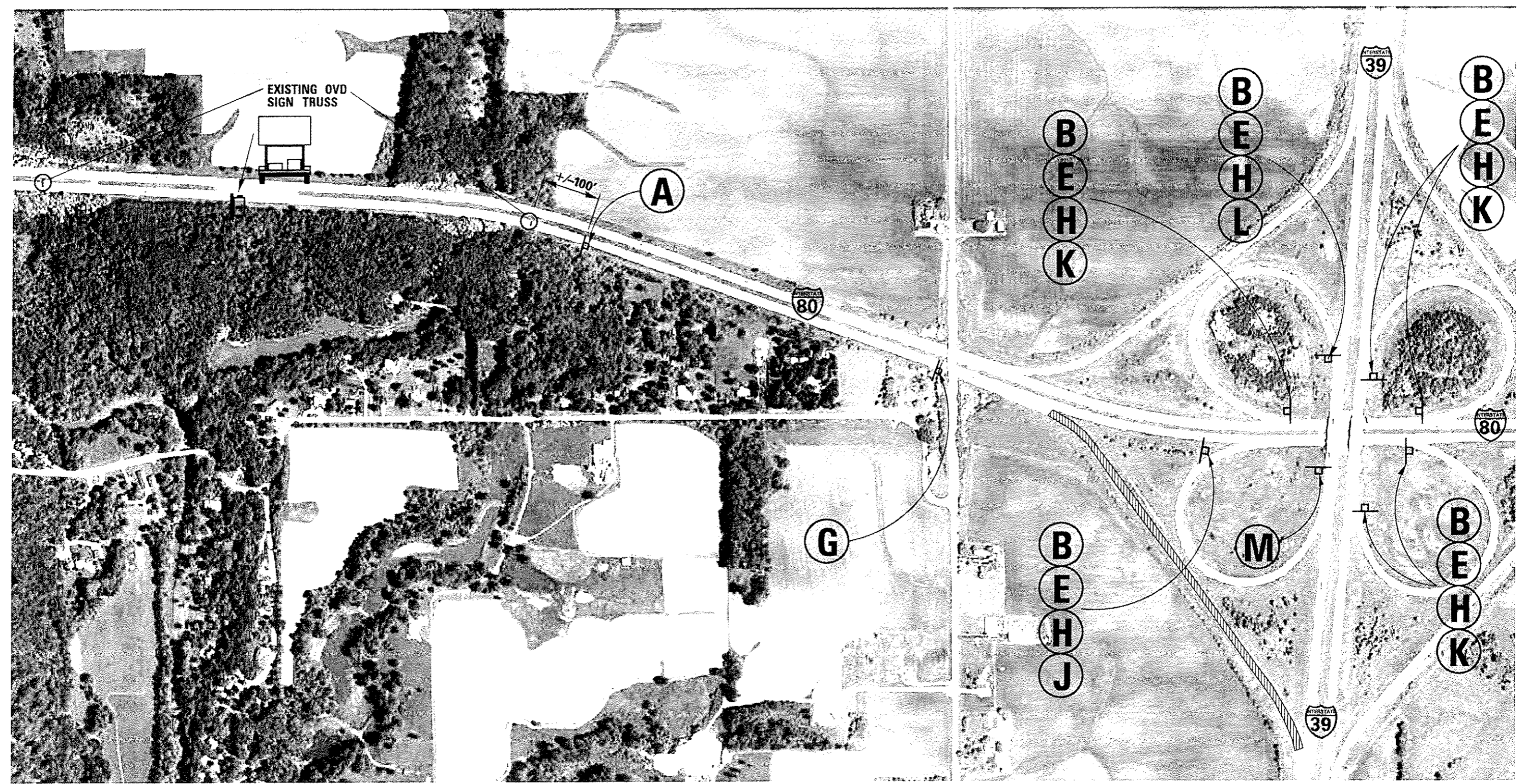
**DETOUR SIGNING FOR
NORTHWEST RAMP CLOSURE**

SCALE: SHEET NO. 2 OF 5 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|--------------------|---------|--------------------|-----------|
| 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 11 |
| ILLINOIS | | | CONTRACT NO. 66E32 | |



NOTES:
 HATCHED AREA REPRESENTS CLOSED RAMP
 RAMP SHALL BE CLOSED ACCORDING TO
 TRAFFIC CONTROL & PROTECTION STANDARD 701451



| | | | | | | | | | | | | |
|--|------------------------|--------------|-----------------|---|--|--------------------|---------|-------------|---------|--------|--------------|-----------|
| FILE NAME: \\pwork\pwork\dot\woodshankr\140841084\10 | USER NAME: woodshankr1 | DESIGNED: RW | REVISIONS: | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETOUR SIGNING FOR SOUTHWEST RAMP CLOSURE | | | F.A.I. RYE: | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 366E32 shts-details.dgn | DRAWN: RW | CHECKED: TP | DATE: 3/12/2015 | | 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 12 | | | |
| PLOT SCALE: 1/8" = 100'-0" / 1" | DATE: 3/12/2015 | REVISIONS: | SCALE: | | SHEET NO. 3 OF 5 SHEETS | STA. | TO STA. | ILLINOIS | | | | |
| PLOT DATE: 3/31/2015 | DATE: 3/12/2015 | REVISIONS: | | | | | | | | | | |

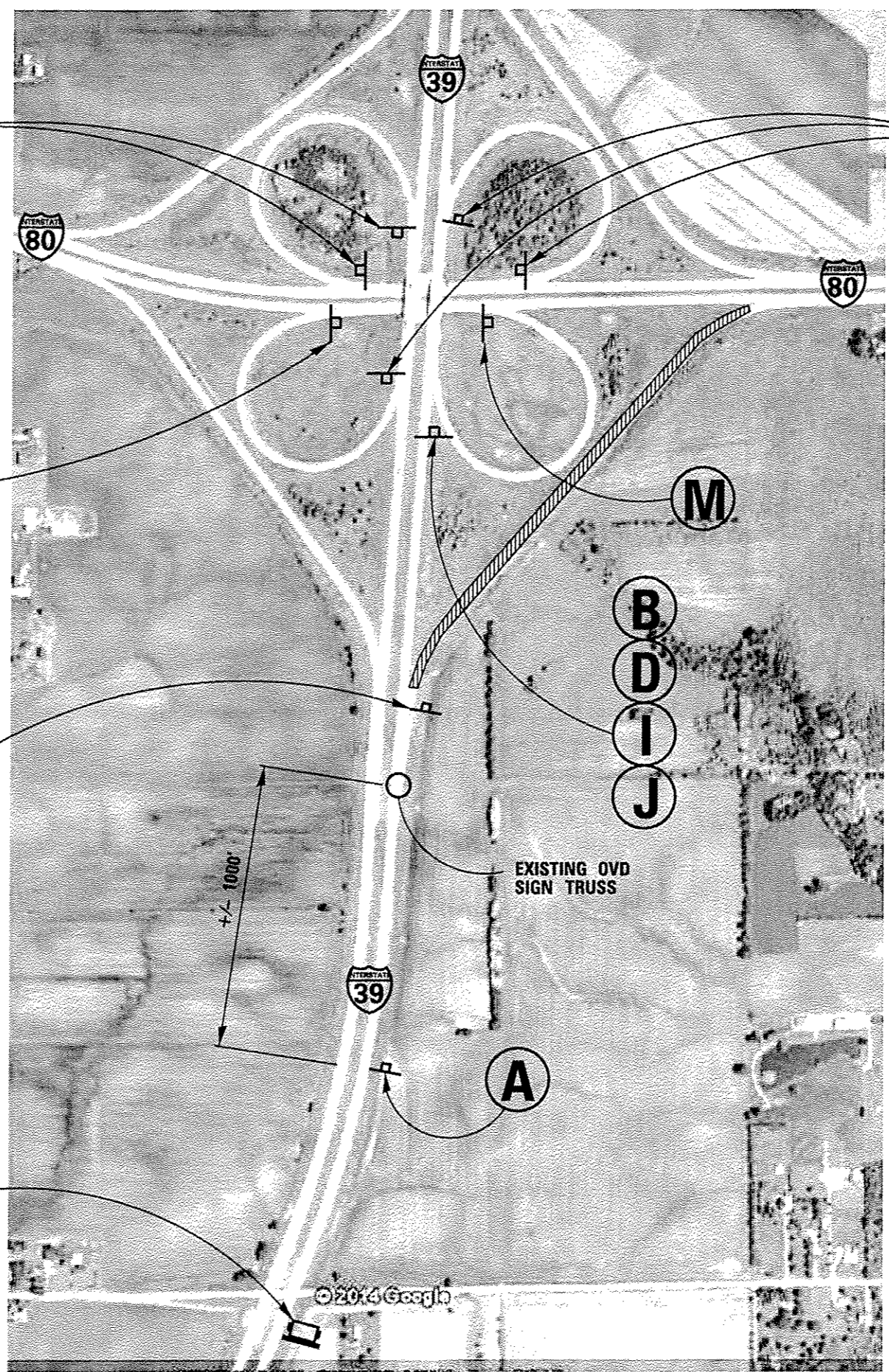


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NOTES:
 HATCHED AREA REPRESENTS CLOSED RAMP
 RAMP SHALL BE CLOSED ACCORDING TO
 TRAFFIC CONTROL & PROTECTION STANDARD 701451

| | | | |
|-------------------------------------|------------------------------|------------------|-----------|
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| | PLOT SCALE = 100.0000 1/ in. | CHECKED - TP | REVISED - |
| | PLOT DATE = 3/31/2015 | DATE - 3/12/2015 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

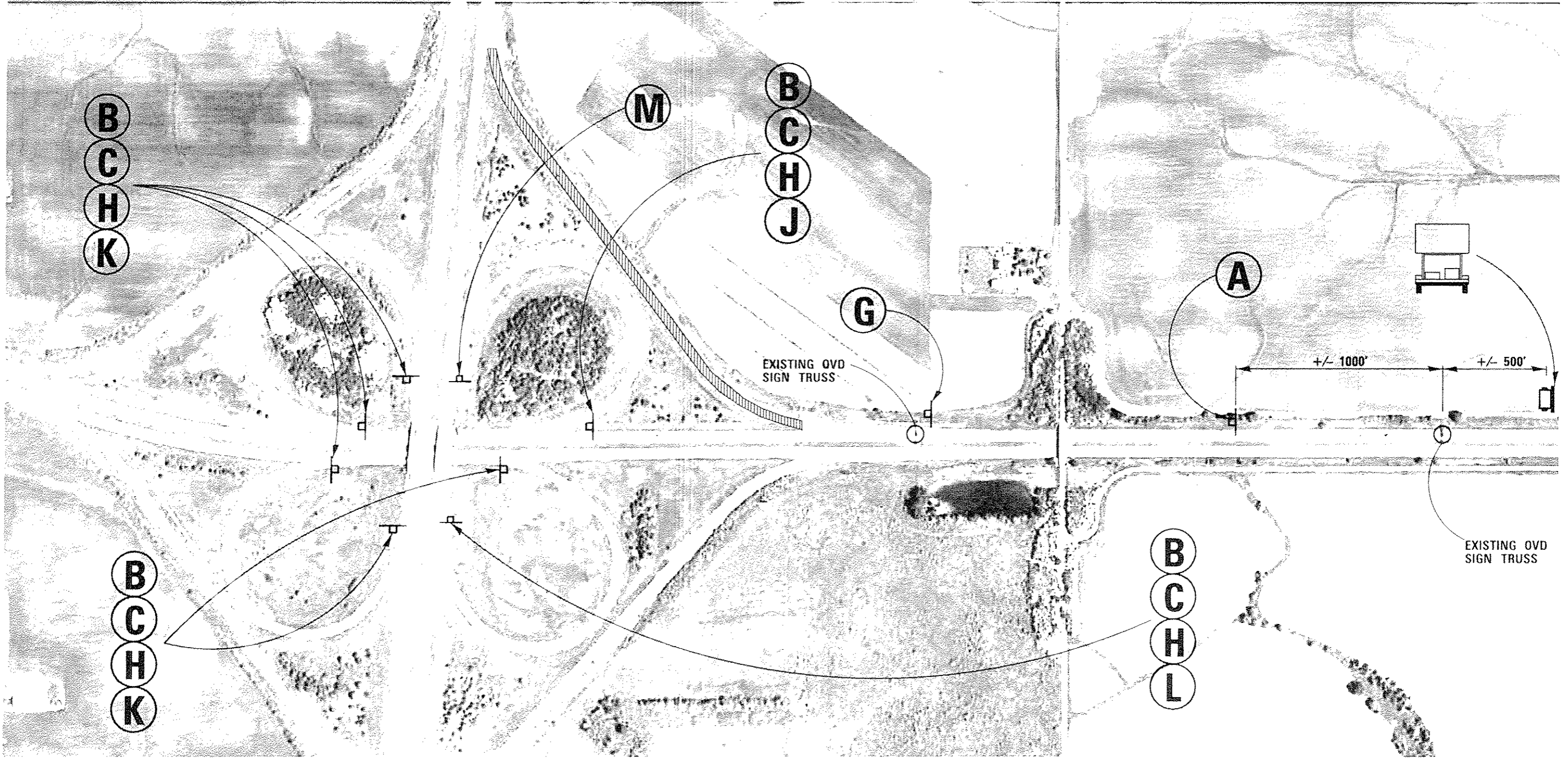
**DETOUR SIGNING FOR
 SOUTHEAST RAMP CLOSURE**

SCALE: SHEET NO. 4 OF 5 SHEETS STA. TO STA.

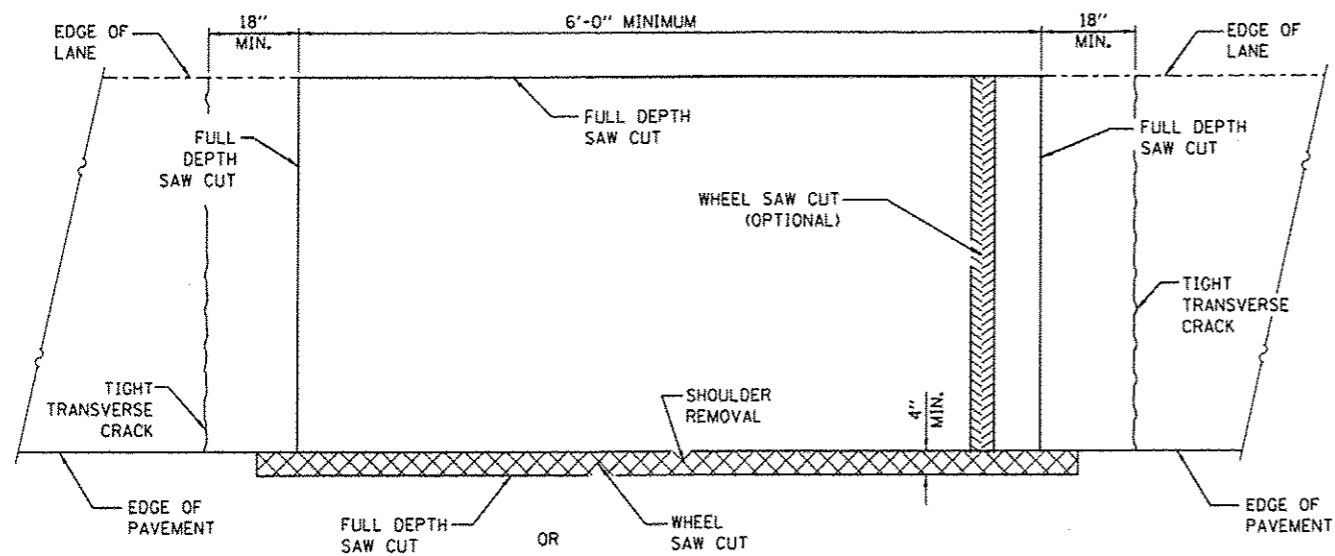
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|--------------------|---------|--------------------|-----------|
| 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 13 |
| ILLINOIS | | | CONTRACT NO. 66E32 | |



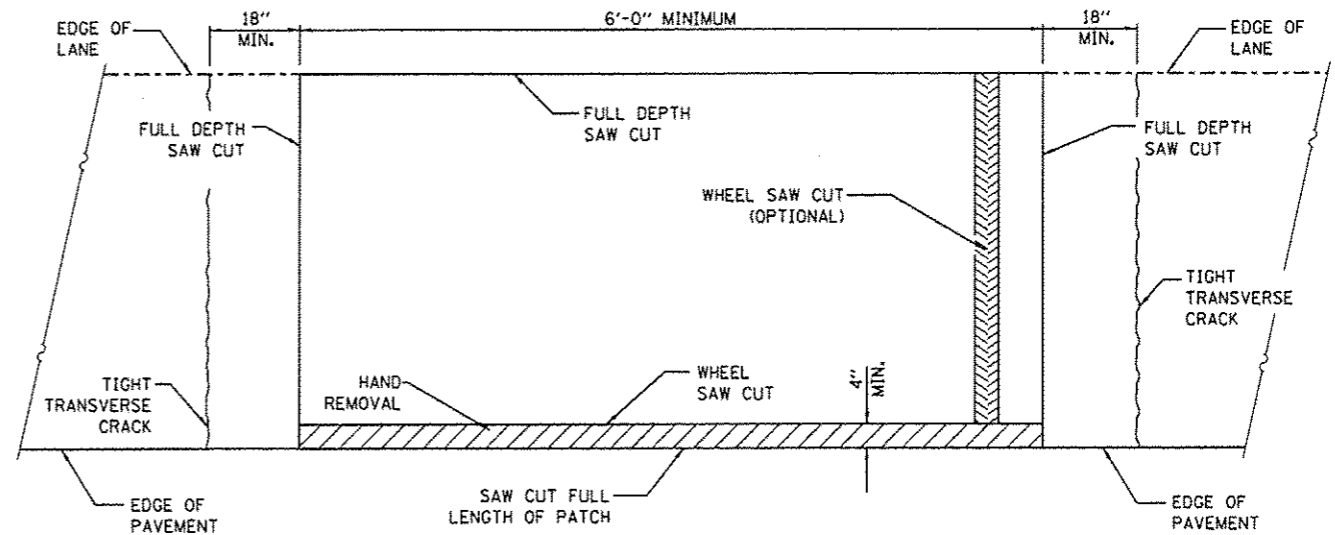
NOTES:
 HATCHED AREA REPRESENTS CLOSED RAMP
 RAMP SHALL BE CLOSED ACCORDING TO
 TRAFFIC CONTROL & PROTECTION STANDARD 701451



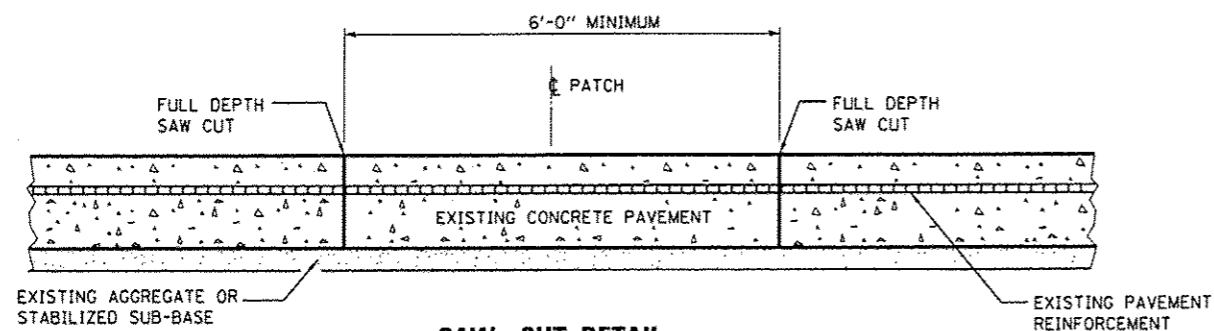
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|---|--|---|---|--|---|
| PROJECT NO. 15-0000 DRAWN BY TP CHECKED BY TP DATE 5/12/2015 | REVISIONS REVISION NO. 1 REVISION DESCRIPTION REVISION DATE | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCALE: 1" = 100' SHEET NO. 5 OF 5 SHEETS STA. TO STA. | DETOUR SIGNING FOR NORTHEAST RAMP CLOSURE | PLAN SHEET NO. 19 SECTION DA PATCHING 2016-1 COUNTY CASALE TOTAL SHEETS 20 SHEET NO. 14 CONTRACT NO. 66E32 |
|---|--|---|---|--|---|



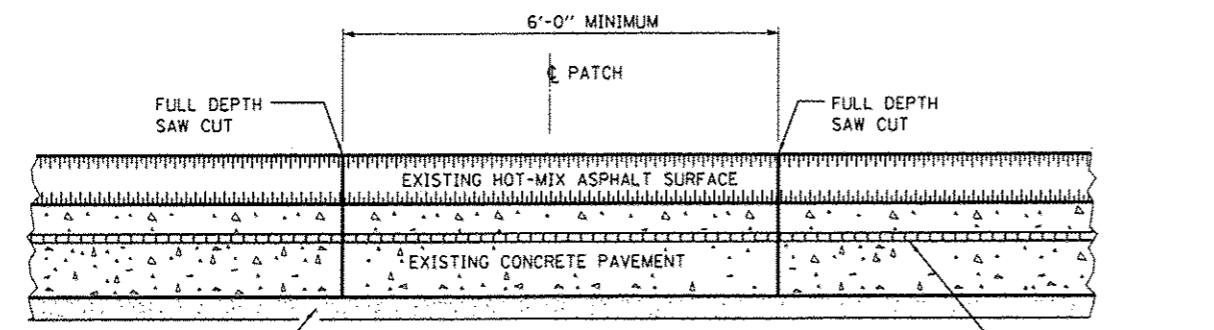
PAVEMENT SAWING DETAIL
(HMA SHOULDER)



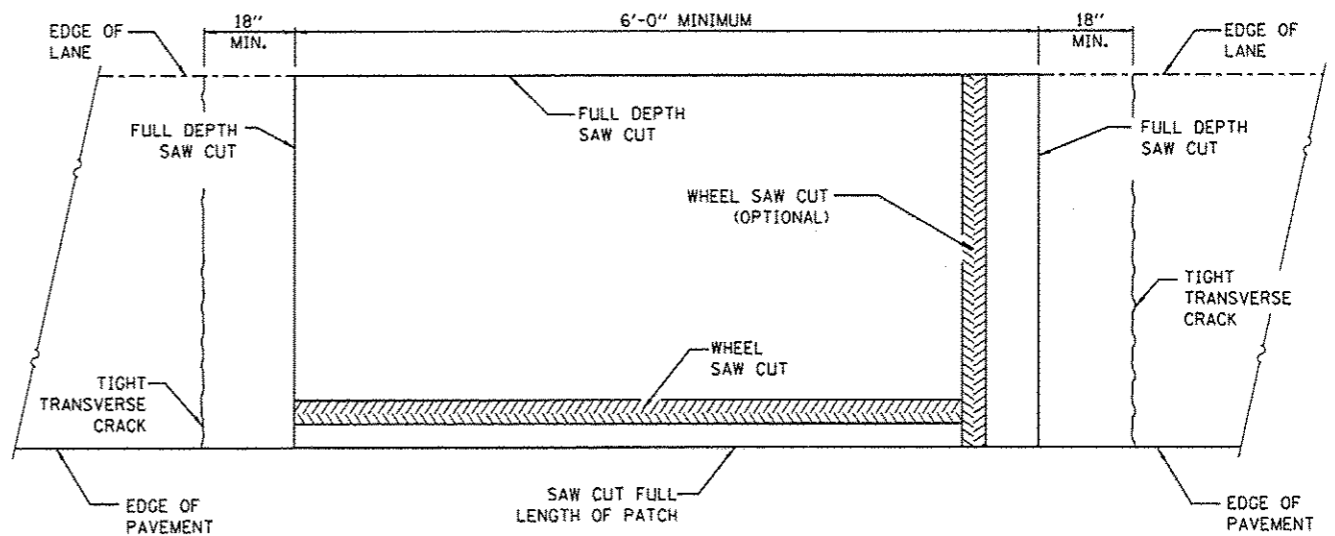
PAVEMENT SAWING DETAIL
(PCC SHOULDER)



SAW CUT DETAIL
WITHOUT HMA SURFACE



SAW CUT DETAIL
WITH HMA SURFACE



ALTERNATE SAWING DETAIL
(PCC SHOULDER)

GENERAL NOTES

WHEN PATCHING TWO ADJACENT LANES IN ONE OPERATION THE LONGITUDINAL JOINT SHALL BE LONGITUDINAL SAWED JOINT AS DETAILED ON STANDARD 42001, HOWEVER, THE GROOVE MAYBE EITHER PREFORMED OR SAWED.
SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.

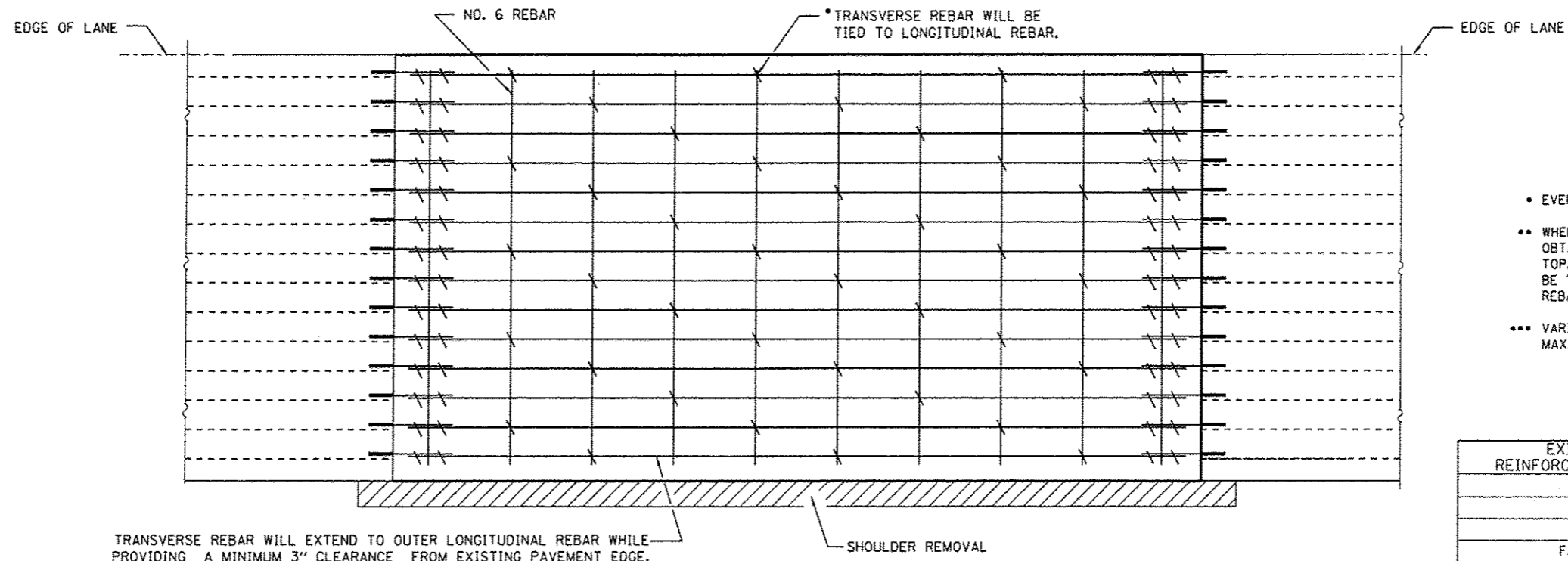
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| | | CHECKED - EP | REVISED - |
| | | DATE - 3/12/2015 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLASS A PATCHING DETAILS

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

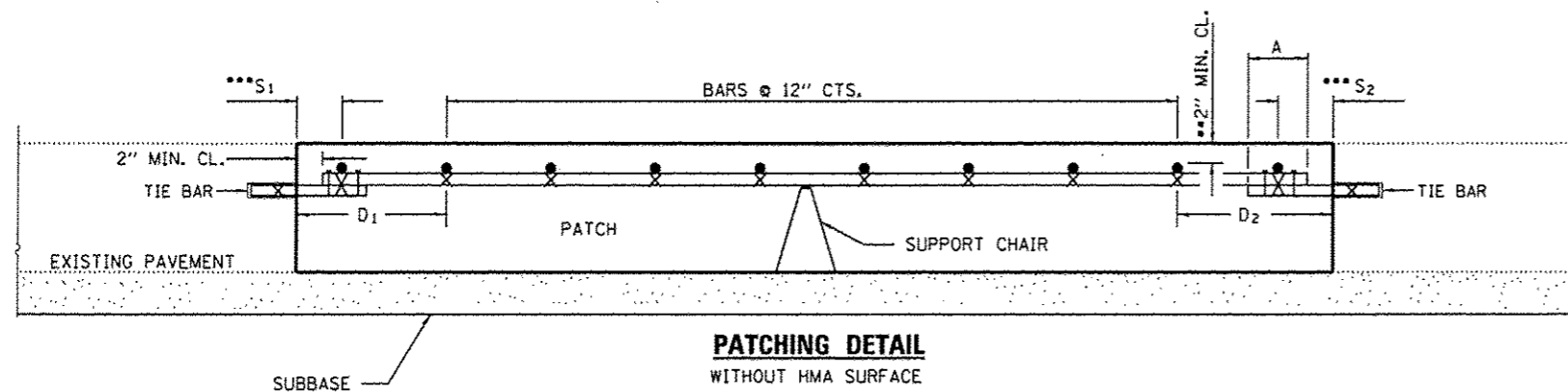
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| F.A.I. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 15 |
| ILLINOIS | | | CONTRACT NO. 66E32 | |



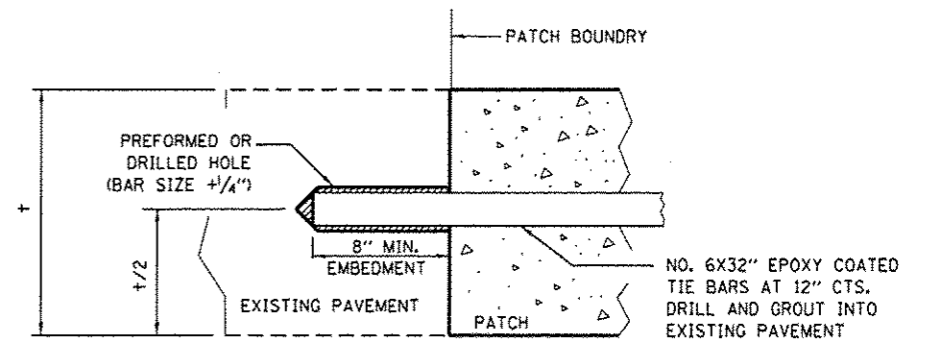
- EVERY 3rd INTERSECTION MUST BE TIED.
- WHEN THE MINIMUM CLEARANCE CANNOT BE OBTAINED WITH THE TRANSVERSE REBAR ON TOP, THEN THE TRANSVERSE REBAR SHALL BE TIED TO THE BOTTOM OF THE LONGITUDINAL REBAR.
- VARIABLES: WHERE S_1 IS $2\frac{1}{2}$ " MIN. AND 12" MAX, $D_1 = 2(S_1)$

| EXISTING REINFORCEMENT BARS | A (MIN.) |
|-----------------------------|----------|
| #5 | 18" |
| #6 | 21" |
| #7 | 24" |
| FABRIC | 18" |

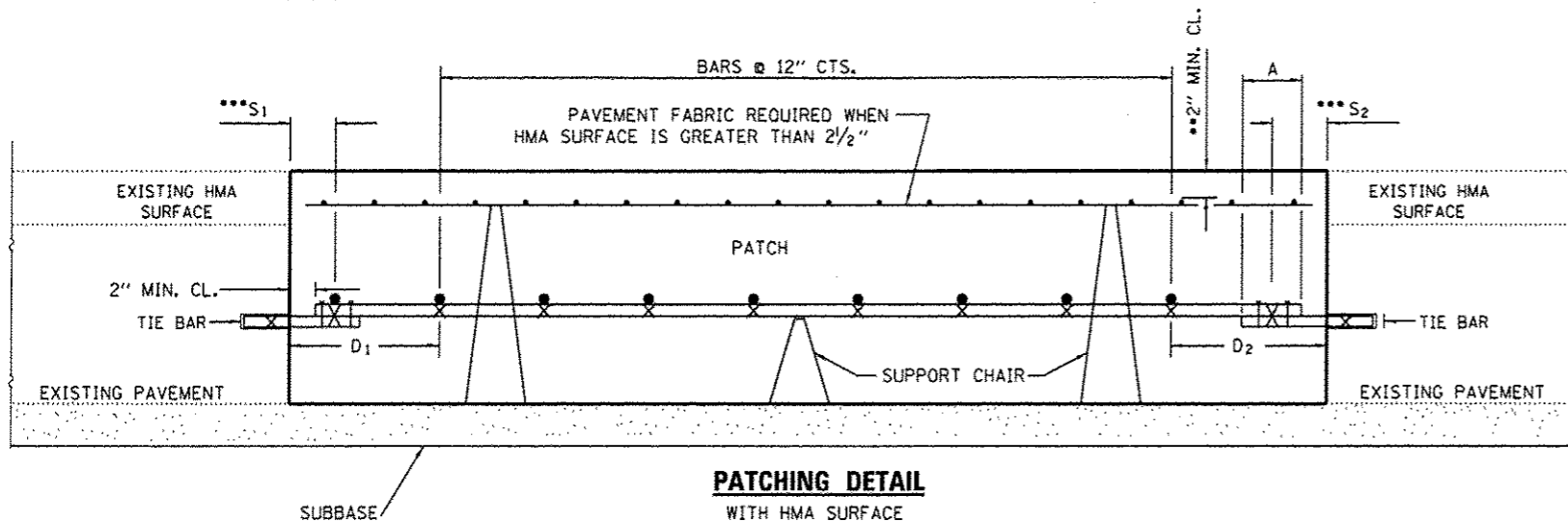
PAVEMENT REINFORCEMENT DETAIL



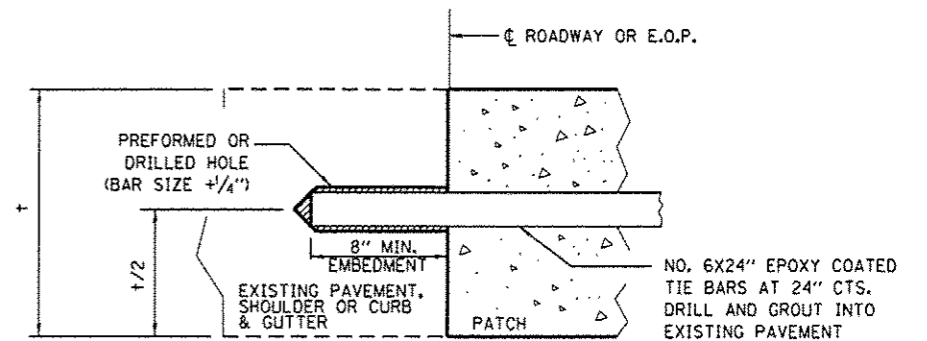
PATCHING DETAIL
WITHOUT HMA SURFACE



TRANSVERSE CONSTRUCTION JOINT
(TIE BAR GROUTED IN PLACE)



PATCHING DETAIL
WITH HMA SURFACE



LONGITUDINAL CONSTRUCTION JOINT
WHEN PATCH IS OVER 20' IN LENGTH
(TIE BAR GROUTED IN PLACE)

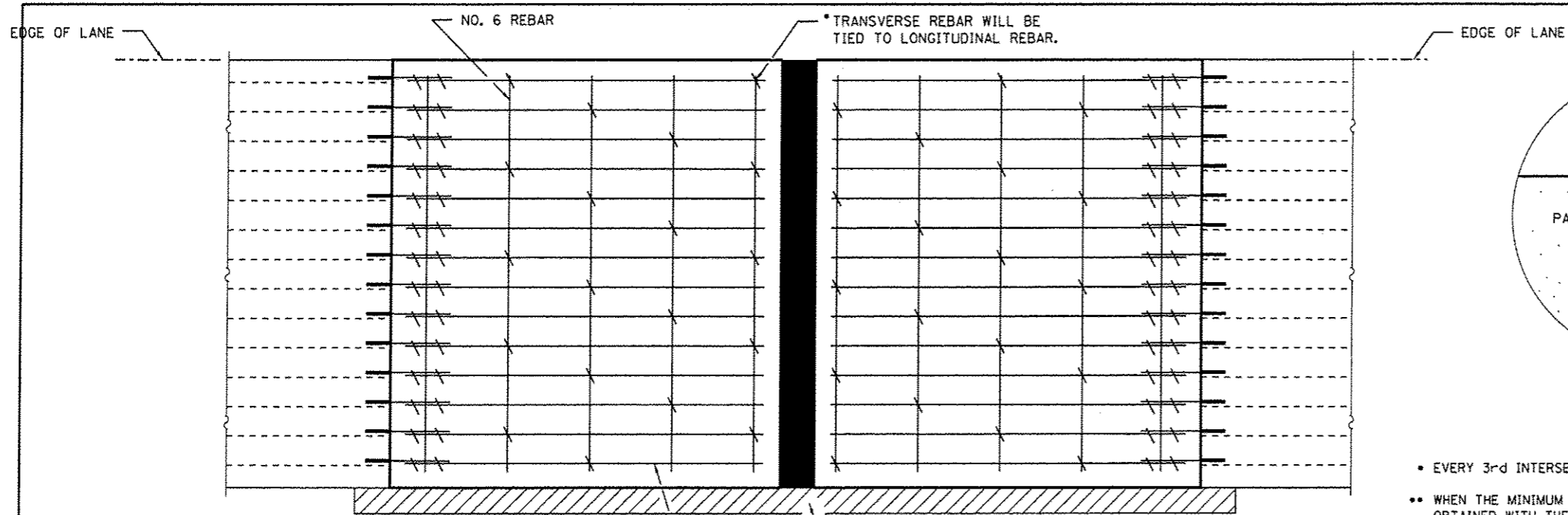
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| | | CHECKED - EP | REVISED - |
| | | DATE - 3/12/2015 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLASS A PATCHING DETAILS

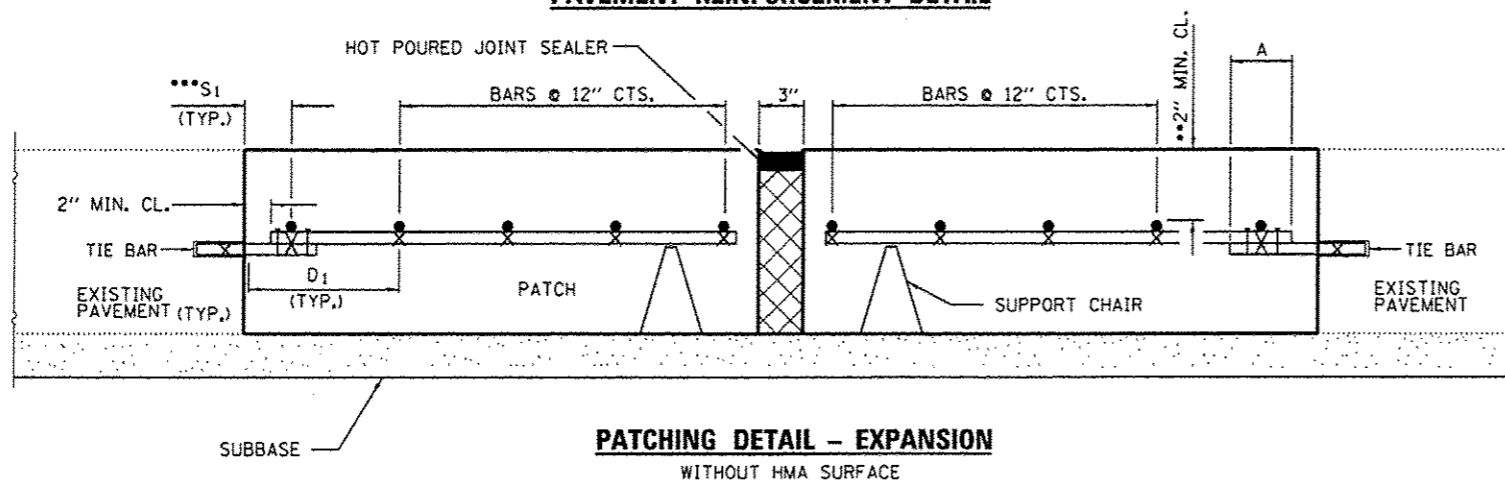
SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

| | | | | |
|-------------|--------------------|---------|--------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 16 |
| ILLINOIS | | | CONTRACT NO. 66E32 | |

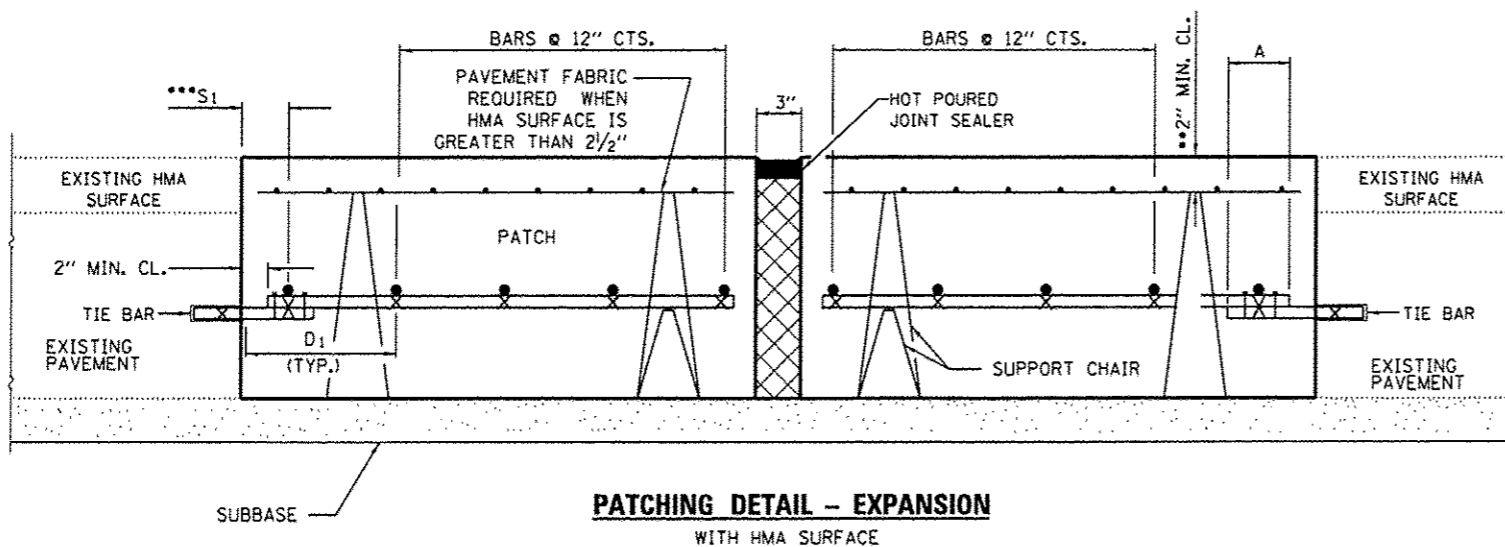


TRANSVERSE REBAR WILL EXTEND TO OUTER LONGITUDINAL REBAR WHILE PROVIDING A MINIMUM 3" CLEARANCE FROM EXISTING PAVEMENT EDGE.

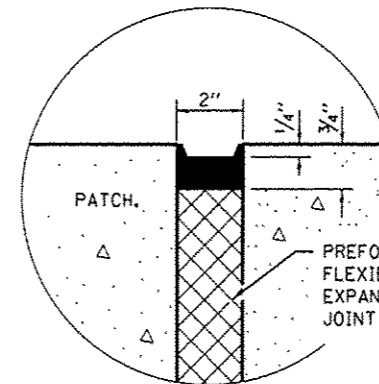
PAVEMENT REINFORCEMENT DETAIL



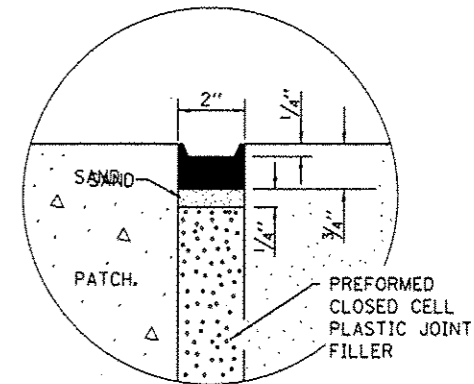
PATCHING DETAIL - EXPANSION WITHOUT HMA SURFACE



PATCHING DETAIL - EXPANSION WITH HMA SURFACE



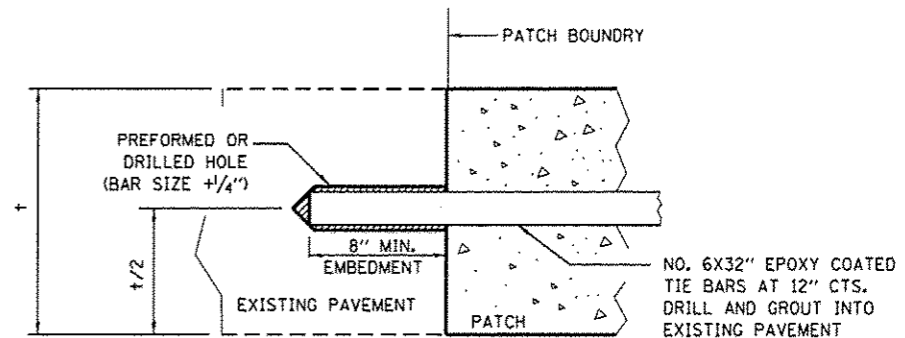
SEALING DETAIL



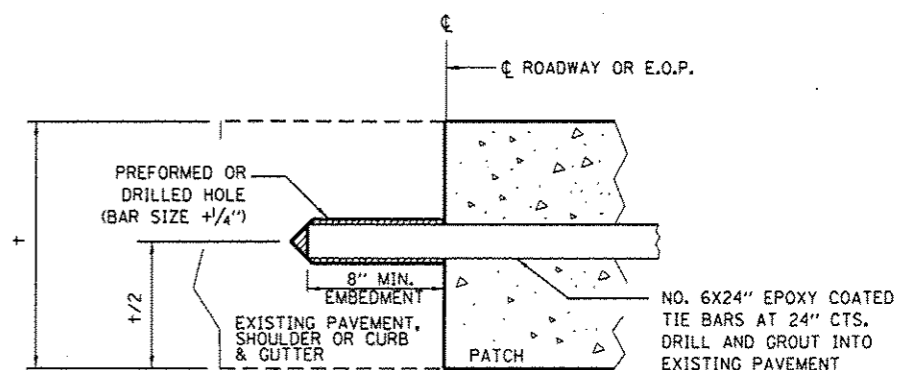
SEALING DETAIL

- EVERY 3rd INTERSECTION MUST BE TIED.
- WHEN THE MINIMUM CLEARANCE CANNOT BE OBTAINED WITH THE TRANSVERSE REBAR ON TOP, THEN THE TRANSVERSE REBAR SHALL BE TIED TO THE BOTTOM OF THE LONGITUDINAL REBAR.
- VARIABLES: WHERE S_1 AND S_2 ARE $2\frac{1}{2}$ " MIN. AND 12" MAX. $D_1 = 2(S_1)$ AND $D_2 = 2(S_2)$.

| EXISTING REINFORCEMENT BARS | A (MIN.) | B (MIN.) |
|-----------------------------|----------|----------|
| #6 | 4'-0" | 22" |
| #7 | 4'-0" | 26" |
| FABRIC | 4'-0" | 18" |



*** TRANSVERSE CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)**



LONGITUDINAL CONSTRUCTION JOINT WHEN PATCH IS OVER 20' IN LENGTH (TIE BAR GROUTED IN PLACE)

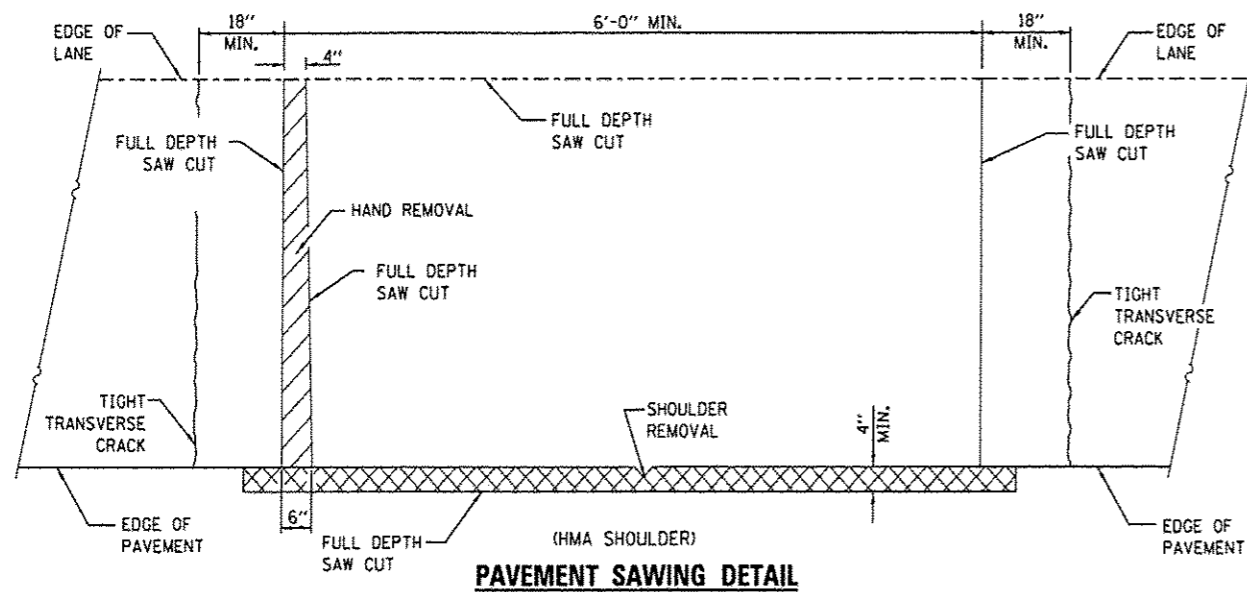
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| | PLOT SCALE = 100.0000 1/1 in. | CHECKED - EP | REVISED - |
| #MODELNAME# | PLOT DATE = 3/31/2015 | DATE - 3/12/2015 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

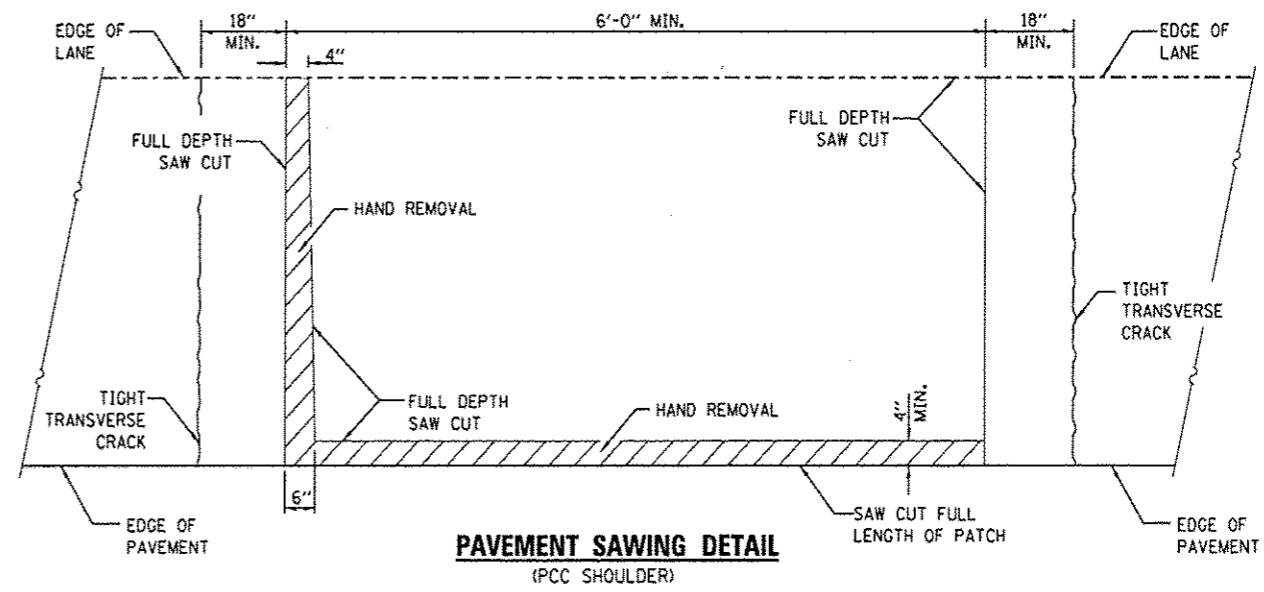
CLASS A PATCHING DETAILS

SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.

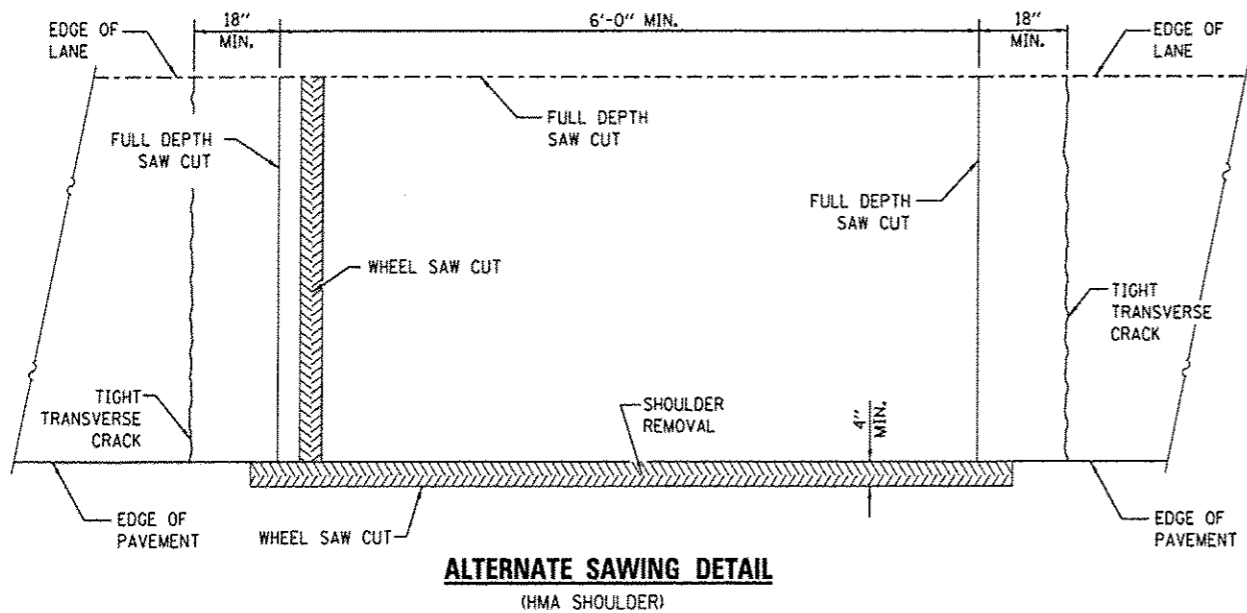
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|--------------------|--------------------|---------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 17 |
| CONTRACT NO. 66E32 | | | [ILLINOIS] | |



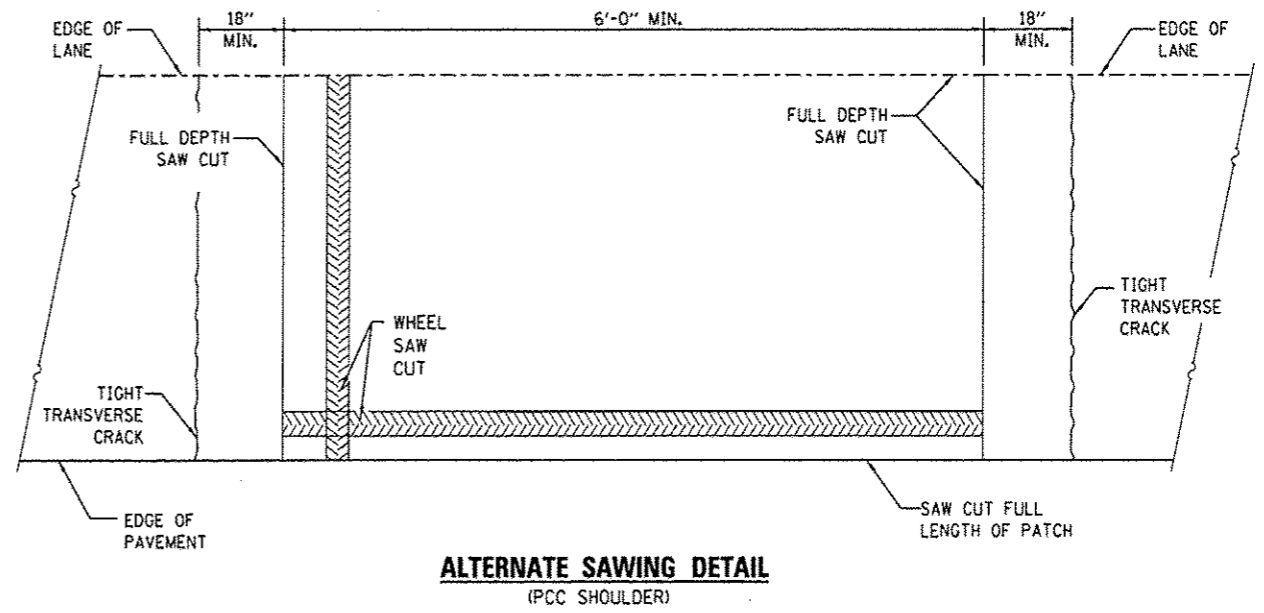
PAVEMENT SAWING DETAIL
(HMA SHOULDER)



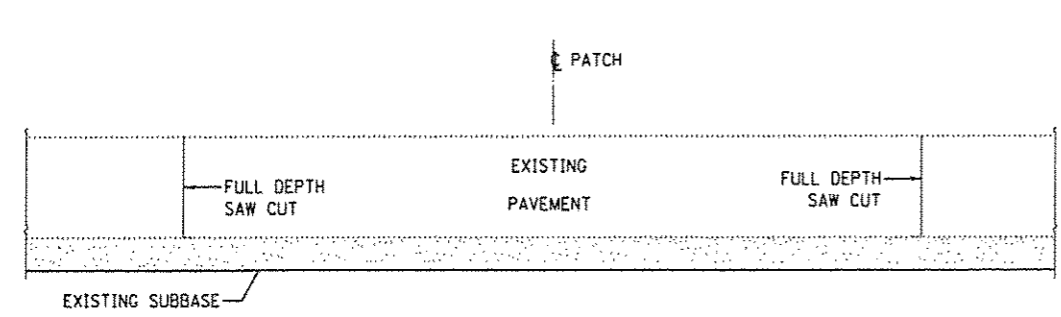
PAVEMENT SAWING DETAIL
(PCC SHOULDER)



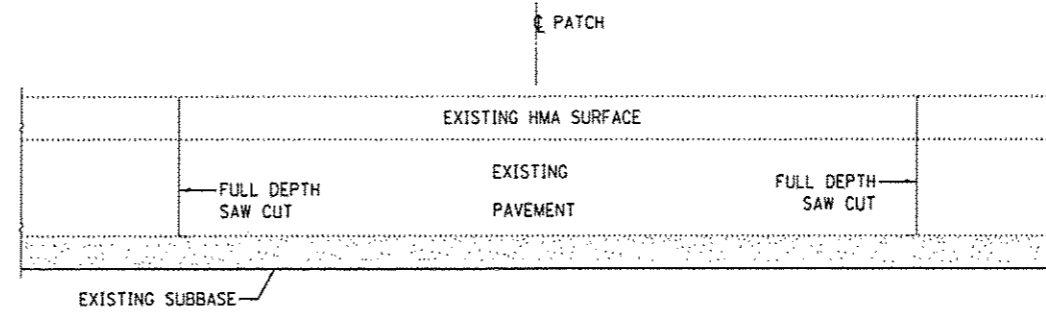
ALTERNATE SAWING DETAIL
(HMA SHOULDER)



ALTERNATE SAWING DETAIL
(PCC SHOULDER)



PATCHING DETAIL
WITHOUT HMA SURFACE



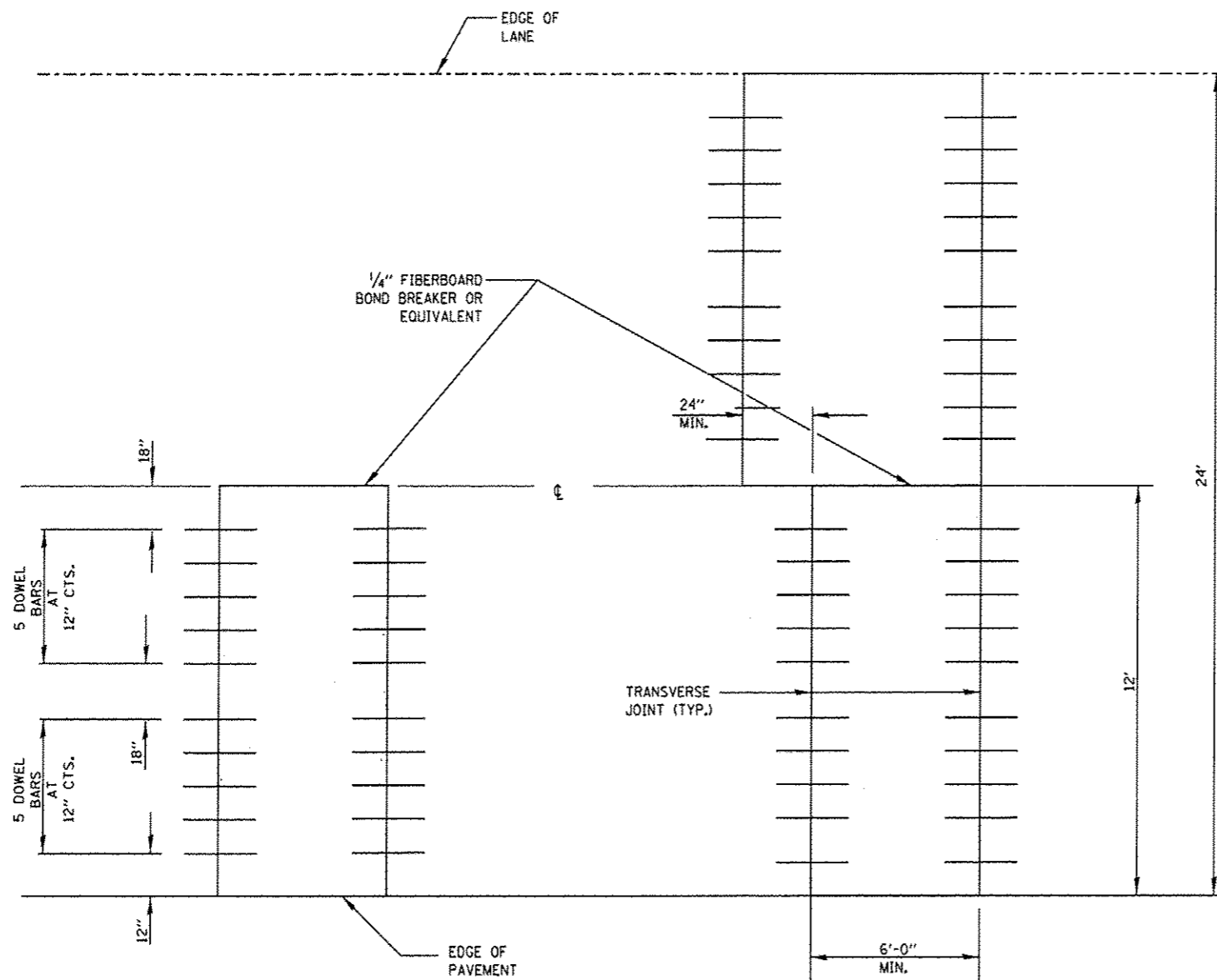
PATCHING DETAIL
WITH HMA SURFACE

GENERAL NOTES

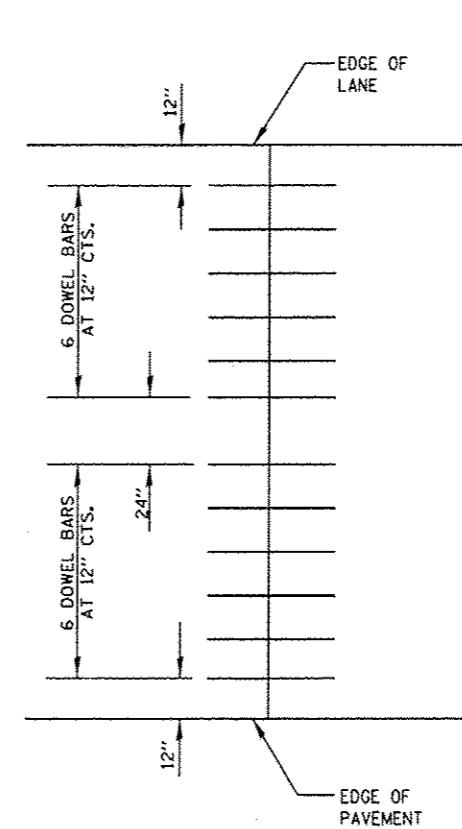
THE TRANSVERSE JOINTS FOR CLASS B PATCHES SHALL ALIGN WITH JOINTS OR CRACKS IN THE ADJACENT LANE WHENEVER POSSIBLE.

SEE STANDARD 420701 FOR DDETAIL OF PAVEMENT FABRIC.

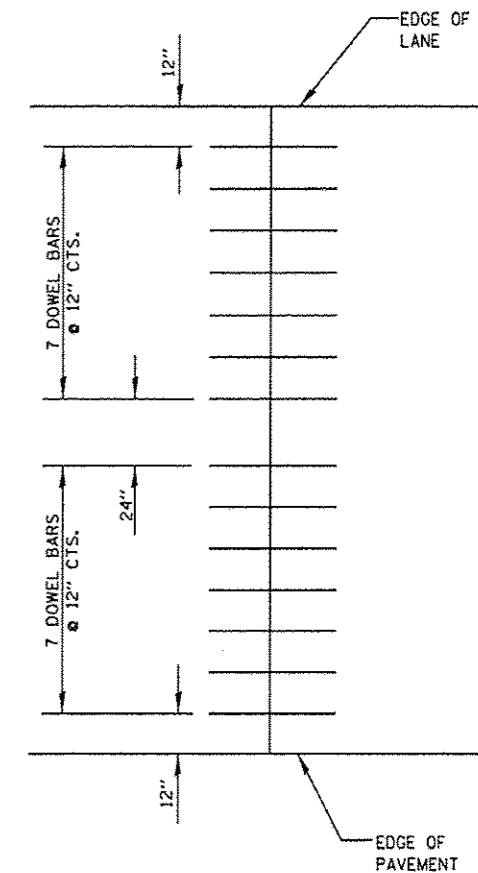
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|--|------------------------|------------------|-----------|---|---------------------------------|--------------------|--------------------|---------|--------------|-----------|--|
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| c:\pwork\pvidat\woodshenk1\d@418847\388E32-shr-details.dgn | 388E32-shr-details.dgn | DRAWN - RW | REVISED - | | | 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 18 | |
| PLOT SCALE = 1/8" = 1'-0" | 1/8" = 1'-0" | CHECKED - EP | REVISED - | | | CONTRACT NO. 66E32 | | | | | |
| PLOT DATE = 3/31/2015 | 3/31/2015 | DATE - 3/12/2015 | REVISED - | | | ILLINOIS | | | | | |
| MODELNAME = | | | | SCALE: | SHEET 1 OF 3 SHEETS | STA. | TO STA. | | | | |



12' (3.6 m) WIDE LANES



14' WIDE RAMP



16' WIDE RAMP

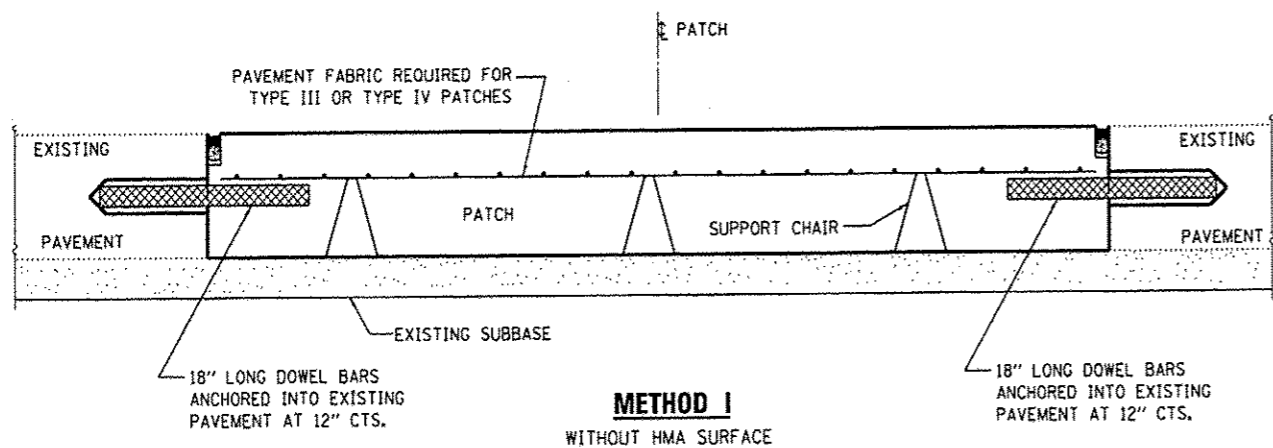
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| c:\pwwork\pwwork\woodshenkr1\d0410047 | 386E32-shr-detailed.dgn | DRAWN - RW | REVISED - |
| | PLOT SCALE = 100.0000' / 1" | CHECKED - EP | REVISED - |
| MODELNAME# | PLOT DATE = 3/31/2015 | DATE - 3/12/2015 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

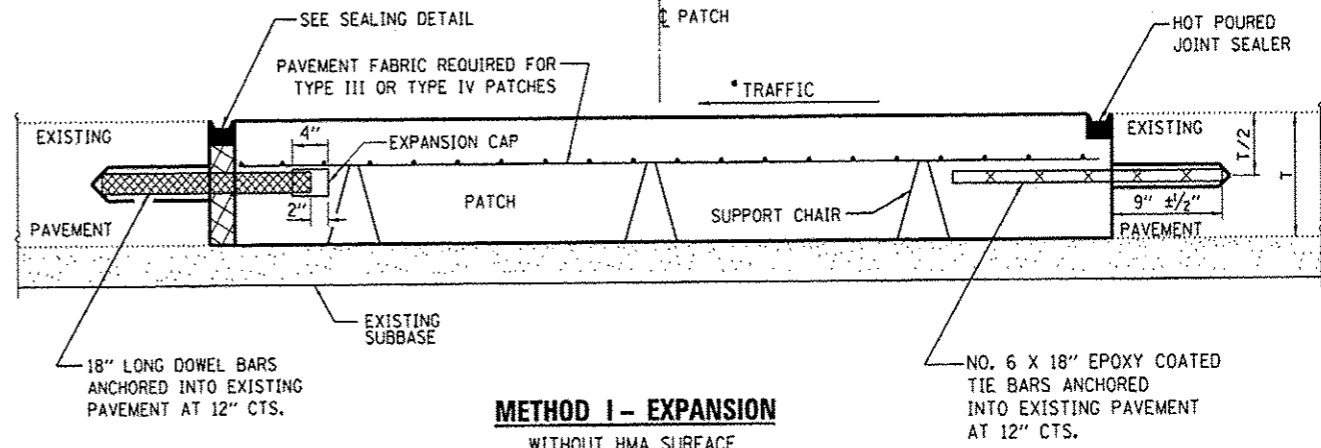
CLASS B PATCHING DETAILS

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

| | | | | |
|--------------------|--------------------|---------|--------------|-----------|
| F.A.J. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 39 | D3 PATCHING 2016-1 | LASALLE | 20 | 19 |
| CONTRACT NO. 66E32 | | | ILLINOIS | |



METHOD I
WITHOUT HMA SURFACE

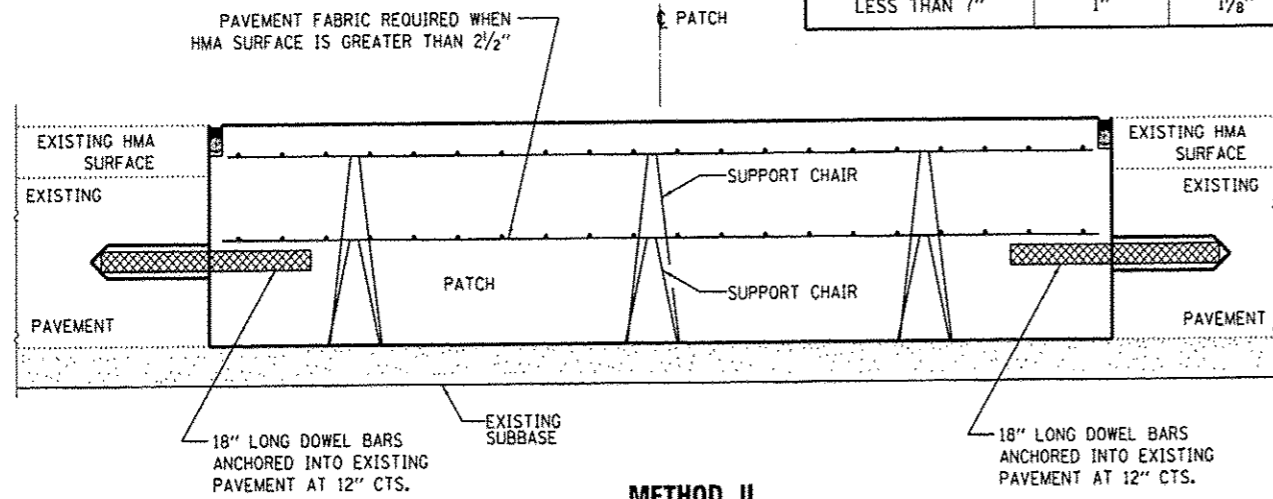


METHOD I - EXPANSION
WITHOUT HMA SURFACE

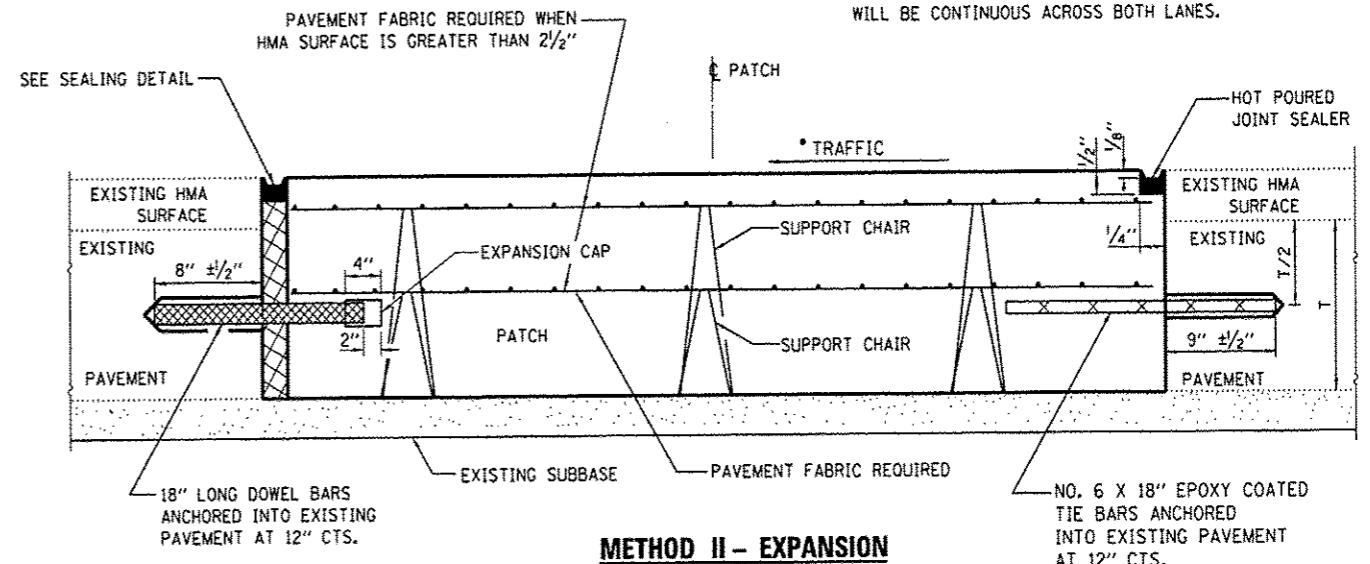
| DOWEL BAR TABLE | | |
|--------------------|--------------------|---------------|
| PAVEMENT THICKNESS | DOWEL BAR DIAMETER | HOLE DIAMETER |
| 8" OR GREATER | 1 1/2" | 1 5/8" |
| 7" THRU 7 1/8" | 1 1/4" | 1 3/8" |
| LESS THAN 7" | 1" | 1 1/8" |

NOTE

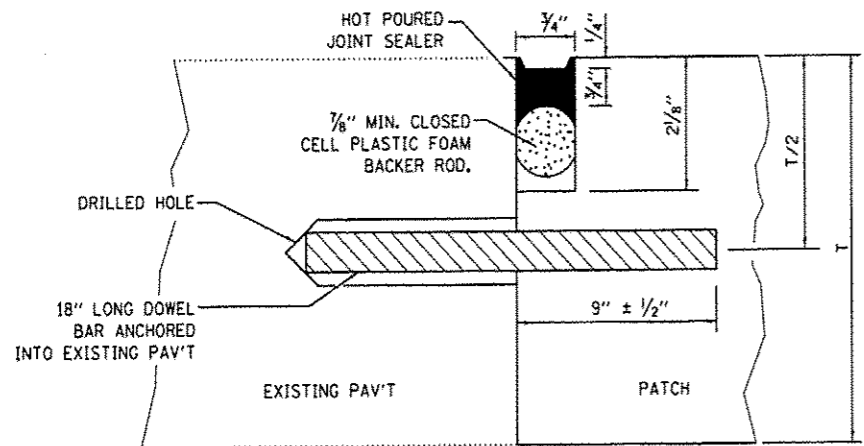
- WHEN RE-ESTABLISHING A TRANSVERSE EXPANSION JOINT ON A TWO-LANE, TWO-WAY ROAD, REVERSE THE ORIENTATION OF THE DOWEL BARS WITH RESPECT TO TRAFFIC FOR ONE OF THE PATCHES SUCH THAT THE JOINT WILL BE CONTINUOUS ACROSS BOTH LANES.



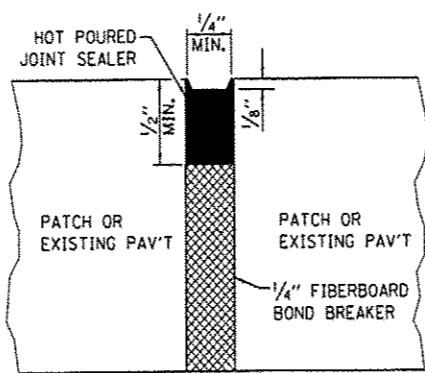
METHOD II
WITH HMA SURFACE



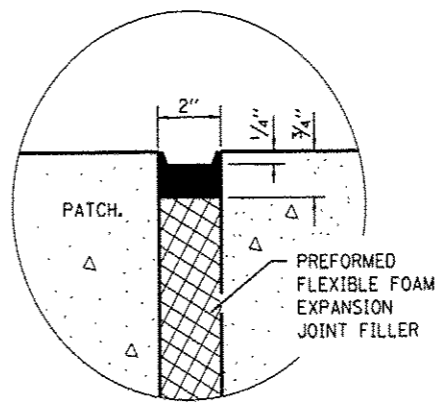
METHOD II - EXPANSION
WITH HMA SURFACE



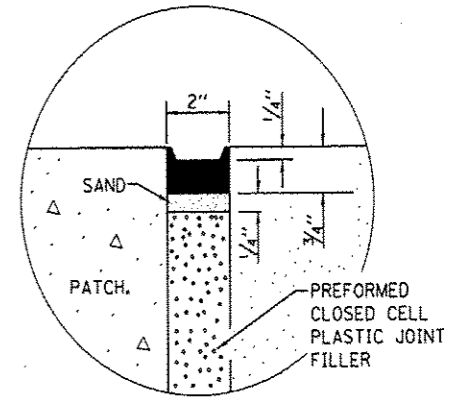
TRANSVERSE JOINT



CENTERLINE JOINT



SEALING DETAIL



SEALING DETAIL