

1. COVER SHEET
2. GENERAL NOTES
- 3-4. SUMMARY OF QUANTITIES
5. TYPICAL SECTIONS
- 6-8. SCHEDULES
9. TRAFFIC CONTROL AND PROTECTION STANDARD 701400 (SPECIAL)
10. PAVEMENT MARKING
- 11-13. CLASS A PATCHING DETAILS

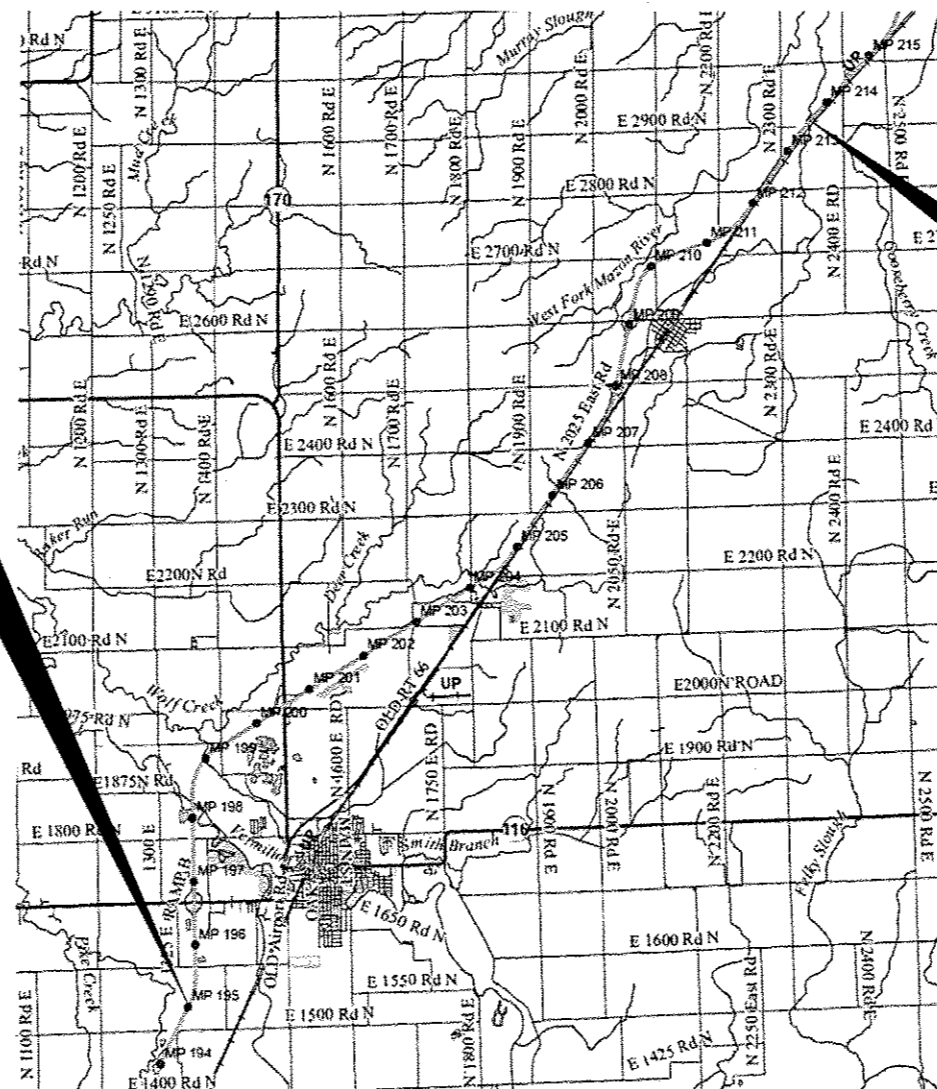
LIST OF ILLINOIS DOT HIGHWAY STANDARDS

| | |
|-----------|---|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-02 | AREAS OF REINFORCEMENT BARS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 701101-04 | OFF-ROAD OPERATIONS MULTILANE, 15' (4.5 m) TO 24' (800 mm) FROM PAVEMENT EDGE |
| 701106-02 | OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY |
| 701401-09 | LANE CLOSURE, FREEWAY/EXPRESSWAY |
| 701411-09 | LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP FOR SPEEDS ≥ 45 MPH |
| 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 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS

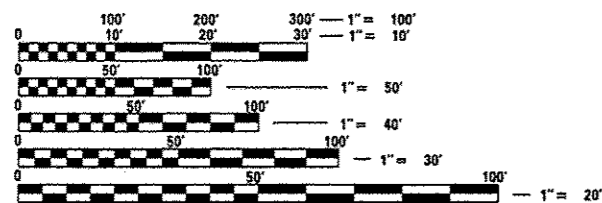
F.A.I. ROUTE 55 (I-55)
SECTION D3 PATCHING 2016-5
PAVEMENT PATCHING
LIVINGSTON COUNTY

C-93-105-15



IMPROVEMENT BEGINS
BEGINNING 1.23 MILES SOUTH
OF IL ROUTE 116 (M.M. 195.00)

IMPROVEMENT ENDS
WEST FORK MAZON RIVER
(M.M. 213.5)



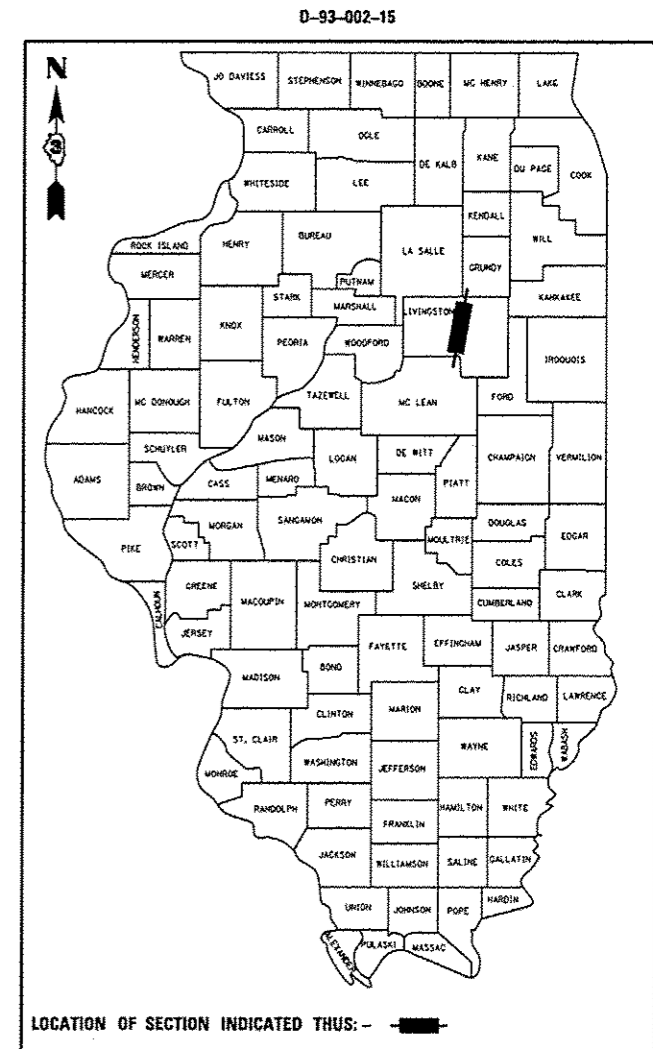
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: JOE KANNEL P.E.
UNIT CHIEF: RON WOODSHANK
TOWNSHIPS: VARIOUS
CONTRACT NO. 66E81

GROSS LENGTH = 97,680 FT. = 18.50 MILE
 NET LENGTH = 1,520 FT. = 0.2881 MILE

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|--------------------|------------|--------------------|-----------|
| 81 | D3 PATCHING 2016-5 | LIVINGSTON | 13 | 1 |
| | | ILLINOIS | CONTRACT NO. 66E81 | |



RURAL
 INTERSTATE
 FAI 55 (I-55)
 2013

| | |
|------|--------|
| ADT | 20400 |
| P.V. | 63.61% |
| S.U. | 9.95% |
| M.U. | 26.44% |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED April 2 20 15
Paul Coates
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8 20 15
John D. Baranzelli P.E.
 ENGINEER OF DESIGN AND ENVIRONMENT

May 8 20 15
Omer Cemem P.E.
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

COMMITMENTS

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.

DATE: April 2, 2015

PREPARED BY: Don Bonin
DISTRICT STUDIES & PLANS ENGINEER

EXAMINED BY: [Signature]
DISTRICT CONSTRUCTION ENGINEER

[Signature]
DISTRICT MATERIALS ENGINEER

[Signature]
DISTRICT OPERATIONS ENGINEER

| | | | | | | | | | | | |
|---------------------------------------|-----------------------------|------------------|-----------------|---|----------------------|--------------|---------------------|--------------------------|---------------------------|-----------|--|
| FILE NAME * | USER NAME * woodshankri | DESIGNED - RW | REVISED - _____ | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GENERAL NOTES | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| ai\pw-work\p1dat\woodshankri\08429805 | 0366E81-ahs-details.dgn | DRAWN - RW | REVISED - _____ | | | 55 | D3 PATCHING 2016-5 | LIVINGSTON | 13 | 2 | |
| #MODELNAME* | PLOT SCALE * 100.0000' / 1" | CHECKED - EP | REVISED - _____ | | | SCALE: _____ | SHEET 1 OF 1 SHEETS | STA. _____ TO STA. _____ | ILLINOIS FED. AID PROJECT | | |
| | PLOT DATE * 4/1/2015 | DATE - 3/19/2015 | REVISED - _____ | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE |
|----------|--|--------|----------------|--------------|
| | | | | CONT. MAINT. |
| | | | | 100% STATE |
| | | | | ROADWAY |
| | | | | 0005 |
| | | | | RURAL |
| 44200620 | CLASS A PATCHES, TYPE II, 14 INCH | SQ YD | 40 | 40 |
| 44200624 | CLASS A PATCHES, TYPE III, 14 INCH | SQ YD | 60 | 60 |
| 44200628 | CLASS A PATCHES, TYPE IV, 14 INCH | SQ YD | 1927 | 1927 |
| 44213000 | PATCHING REINFORCEMENT | SQ YD | 2027 | 2027 |
| 44213100 | PAVEMENT FABRIC | SQ YD | 2027 | 2027 |
| 44213200 | SAW CUTS | FOOT | 3544 | 3544 |
| 44213204 | TIE BARS 3/4" | EACH | 1226 | 1226 |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 |
| 70100420 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701411 | EACH | 12 | 12 |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 30 | 30 |
| 78009004 | MODIFIED URETHANE PAVEMENT MARKING - LINE 4" | FOOT | 1520 | 1520 |
| 78009006 | MODIFIED URETHANE PAVEMENT MARKING - LINE 6" | FOOT | 520 | 520 |
| X0326880 | MESSAGE BOARD VEHICLE DRIVER | HOUR | 180 | 180 |
| X0326907 | PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE SIGN | CAL MO | 1.5 | 1.5 |

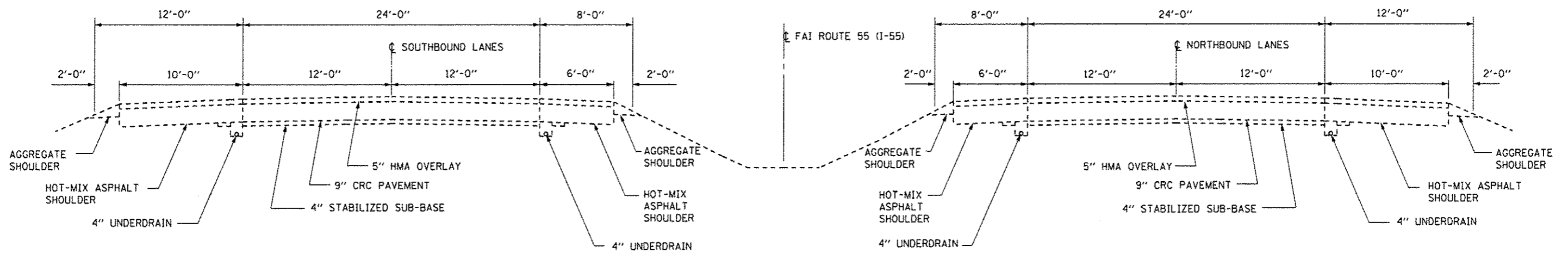
• SPECIALTY ITEMS

| | | | | | | | | | | | |
|---------------------------------------|-----------------------------|------------------|-----------------|---|------------------------------|---|--------------------|--|--------------|-----------|--|
| 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. | |
| ci\pwwork\pwwork\woodshankr1\08429805 | 0366E81.sht-detailed.dgn | DRAWN - RW | REVISED - _____ | | | 55 | D3 PATCHING 2016-5 | LIVINGSTON | 13 | 3 | |
| #MODELNAME# | PLOT SCALE * 100.0000' / 1" | CHECKED - EP | REVISED - _____ | | | SCALE: _____ SHEET 1 OF 2 SHEETS STA. _____ TO STA. _____ | | ILLINOIS FED. AID PROJECT CONTRACT NO. 66E81 | | | |
| | PLOT DATE * 4/1/2015 | DATE - 3/19/2015 | REVISED - _____ | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE |
|----------|---|--------|----------------|--------------------|
| | | | | CONT. MAINT. |
| | | | | 100% STATE ROADWAY |
| | | | | 0005 |
| | | | | RURAL |
| X7010410 | SPEED DISPLAY TRAILER | CAL MO | 1.5 | 1.5 |
| X7010805 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL) | L SUM | 1 | 1 |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 84 | 84 |

• SPECIALTY ITEMS

| | | | | | | | | | | |
|---|-------------------------|-----------------|--------------------|---|------------------------------|---------------------|--------------------------|---------------------------|--------------|-----------|
| FILE NAME * | USER NAME * woodshenkr1 | DESIGNED - RW | REVISED - _____ | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\woodshenkr1\d8429825\0366E81-shr-details.dgn | DRAWN - RW | REVISED - _____ | 55 | | | 03 PATCHING 2016-5 | LIVINGSTON | 13 | 4 | |
| #MODELNAME* | CHECKED - EP | REVISED - _____ | CONTRACT NO. 66E81 | | | | | | | |
| PLOT SCALE * 100.0000 / 1 in. | DATE - 3/19/2015 | REVISED - _____ | SCALE: _____ | | | SHEET 2 OF 2 SHEETS | STA. _____ TO STA. _____ | ILLINOIS FED. AID PROJECT | | |



**TYPICAL SECTION
MAINLINE
M.M. 195.00 TO M.M. 213.50**

| | | | | | | | | | | |
|--|------------------------------|------------------|-----------------|---|-------------------------|---------------------------|------------|--------------------------|--------------|-----------|
| FILE NAME * | USER NAME * woodshankr1 | DESIGNED - RW | REVISED - _____ | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| #MODELNAME* | PLOT SCALE * 100.0000' / in. | CHECKED - EP | REVISED - _____ | | | CONTRACT NO. 66E01 | | | | |
| | PLOT DATE * 4/1/2015 | DATE - 3/19/2015 | REVISED - _____ | | | ILLINOIS FED. AID PROJECT | | | | |
| | | | | | SCALE: _____ | SHEET 2 OF 2 SHEETS | | STA. _____ TO STA. _____ | | |

PATCHING SCHEDULE

| LOCATION BY MILE POST | PASS LANE | DRIVING LANE | PASSING LANE | | | | | | | DRIVING LANE | | | | | | |
|-----------------------|-----------|--------------|------------------|----------|---------|--------------|--------------|----------|----------|------------------|----------|---------|--------------|--------------|----------|----------|
| | | | CLASS A PATCHING | | | PAV'T FABRIC | PATCH REINF. | SAW CUTS | TIE BARS | CLASS A PATCHING | | | PAV'T FABRIC | PATCH REINF. | SAW CUTS | TIE BARS |
| | | | TYPE II | TYPE III | TYPE IV | | | | | TYPE II | TYPE III | TYPE IV | | | | |
| SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | EACH | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | EACH | | | |
| SOUTHBOUND LANES | | | | | | | | | | | | | | | | |
| 213.50 | | 50 | | | | | | | | | | 67 | 67 | 67 | 124 | 49 |
| 203.80 | | 6 | | | | | | | | 8 | | 0 | 8 | 8 | 36 | 24 |
| 202.90 | | 120 | | | | | | | | | | 160 | 160 | 160 | 264 | 84 |
| 202.70 | | 20 | | | | | | | | | | 27 | 27 | 27 | 64 | 34 |
| 202.68 | | 8 | | | | | | | | 11 | | 0 | 11 | 11 | 40 | 24 |
| 202.65 | | 80 | | | | | | | | | | 107 | 107 | 107 | 184 | 64 |
| 202.50 | | 60 | | | | | | | | | | 80 | 80 | 80 | 144 | 54 |
| 202.00 | | 6 | | | | | | | | 8 | | | 8 | 8 | 36 | 24 |
| 195.10 | | 15 | | | | | | | | | 20 | | 20 | 20 | 54 | 24 |
| 195.05 | | 200 | | | | | | | | | | 267 | 267 | 267 | 424 | 124 |
| 195.00 | | 50 | | | | | | | | | | 67 | 67 | 67 | 124 | 49 |
| SB SUBTOTALS | | | | | | | | | | 27 | 20 | 774 | 820 | 820 | 1494 | 554 |

SOUTHBOUND TOTALS

| CLASS A PATCHING | | | PAV'T FABRIC | PATCH REINF. | SAW CUTS | TIE BARS |
|------------------|----------|---------|--------------|--------------|----------|----------|
| TYPE II | TYPE III | TYPE IV | | | | |
| SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | FOOT | EACH |
| 27 | 20 | 774 | 820 | 820 | 1494 | 554 |

PAVEMENT MARKING
SCHEDULE

| LOCATION | MODIFIED URETHANE PAVEMENT MARKING LINE 4" | | MODIFIED URETHANE PAVEMENT MARKING LINE 6" |
|------------------|--|-------|--|
| | FEET | | FEET |
| MILE POST | YELLOW | WHITE | WHITE |
| NORTHBOUND LANES | | | |
| 195.00 | | 30 | 10 |
| 196.65 | 20 | 15 | 10 |
| 196.80 | | 150 | 40 |
| 197.10 | | 400 | 100 |
| 197.30 | | 40 | 10 |
| 203.30 | | 15 | 10 |
| 203.30 | | 200 | 50 |
| 203.70 | | 10 | 10 |
| 204.60 | 25 | | 10 |
| SUBTOTAL | 45 | 860 | 250 |

NORTHBOUND TOTALS

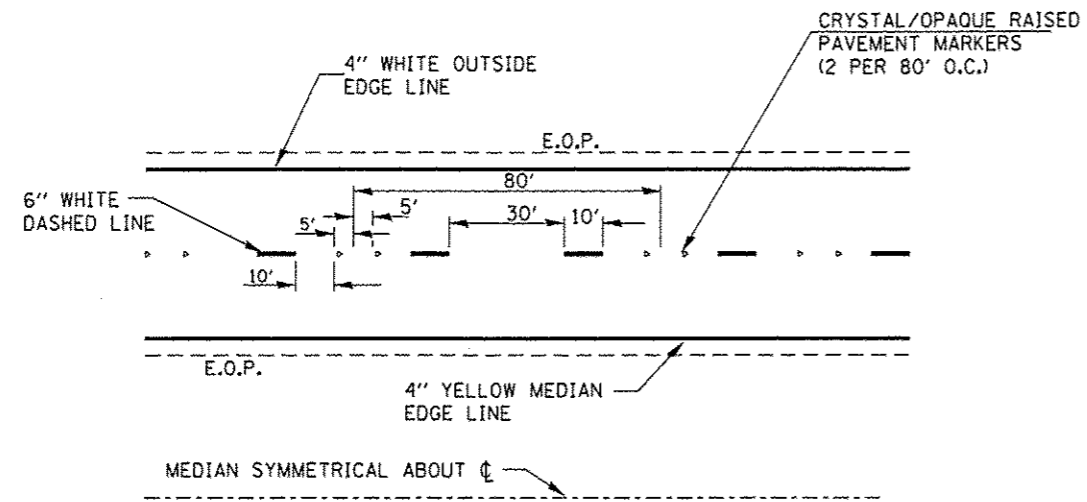
| MODIFIED URETHANE PAVEMENT MARKING LINE 4" | MODIFIED URETHANE PAVEMENT MARKING LINE 6" |
|--|--|
| FEET | FEET |
| 905 | 250 |

PAVEMENT MARKING
SCHEDULE

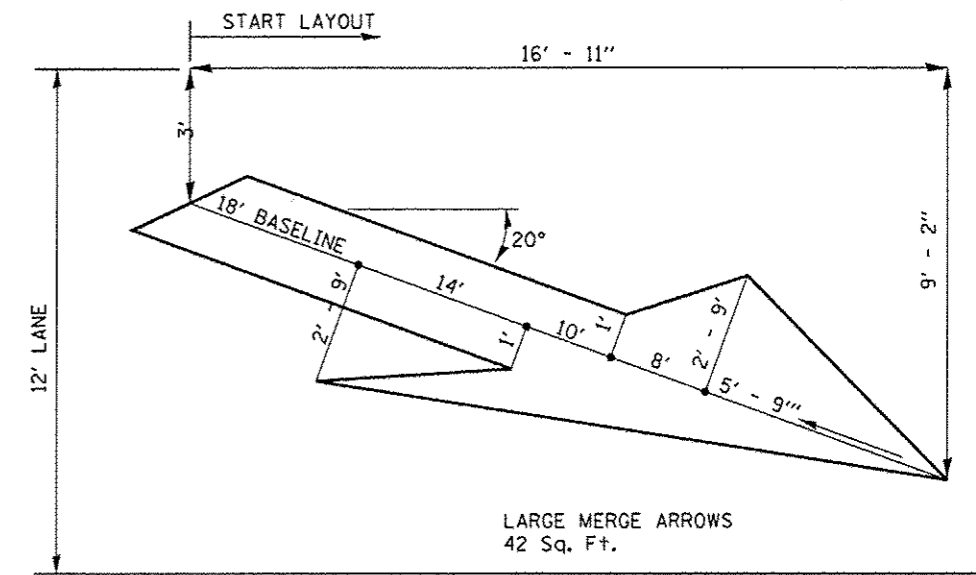
| LOCATION | MODIFIED URETHANE PAVEMENT MARKING LINE 4" | | MODIFIED URETHANE PAVEMENT MARKING LINE 6" |
|-------------------|--|-------|--|
| | FEET | | FEET |
| MILE POST | YELLOW | WHITE | WHITE |
| SOURTHBOUND LANES | | | |
| 213.50 | | 50 | 10 |
| 203.80 | | 6 | 10 |
| 202.90 | | 120 | 40 |
| 202.70 | | 20 | 100 |
| 202.68 | | 8 | 10 |
| 202.65 | | 80 | 10 |
| 202.50 | | 60 | 50 |
| 202.00 | | 6 | 10 |
| 195.10 | | 15 | 10 |
| 195.05 | | 200 | 10 |
| 195.00 | | 50 | 10 |
| SUBTOTAL | | 615 | 270 |

SOUTHBOUND TOTALS

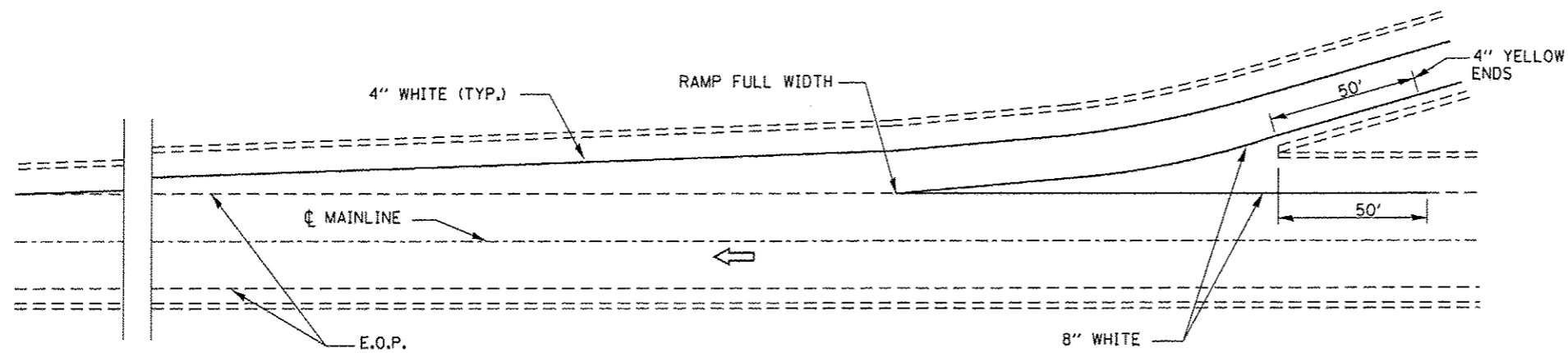
| MODIFIED URETHANE PAVEMENT MARKING LINE 4" | MODIFIED URETHANE PAVEMENT MARKING LINE 6" |
|--|--|
| FEET | FEET |
| 615 | 270 |



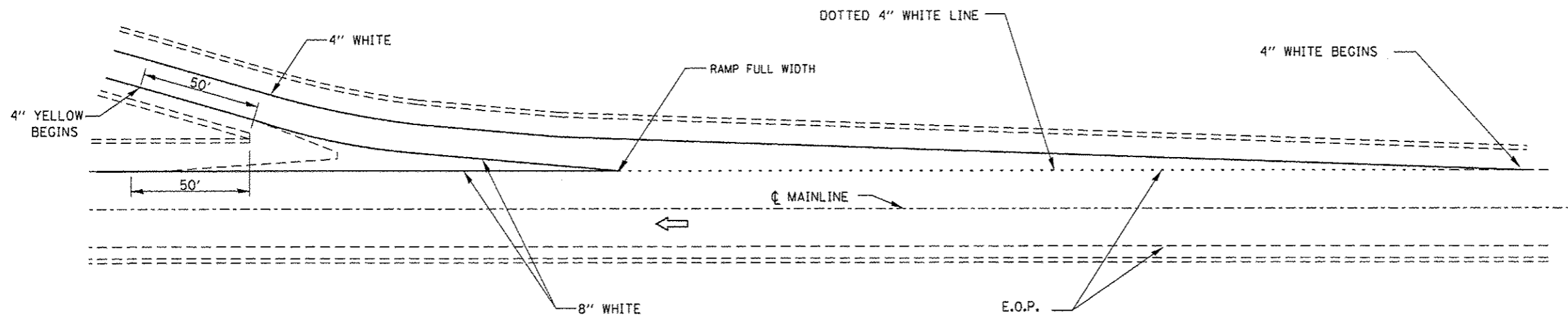
TYPICAL PAVEMENT MARKINGS



LANE DROP ARROW

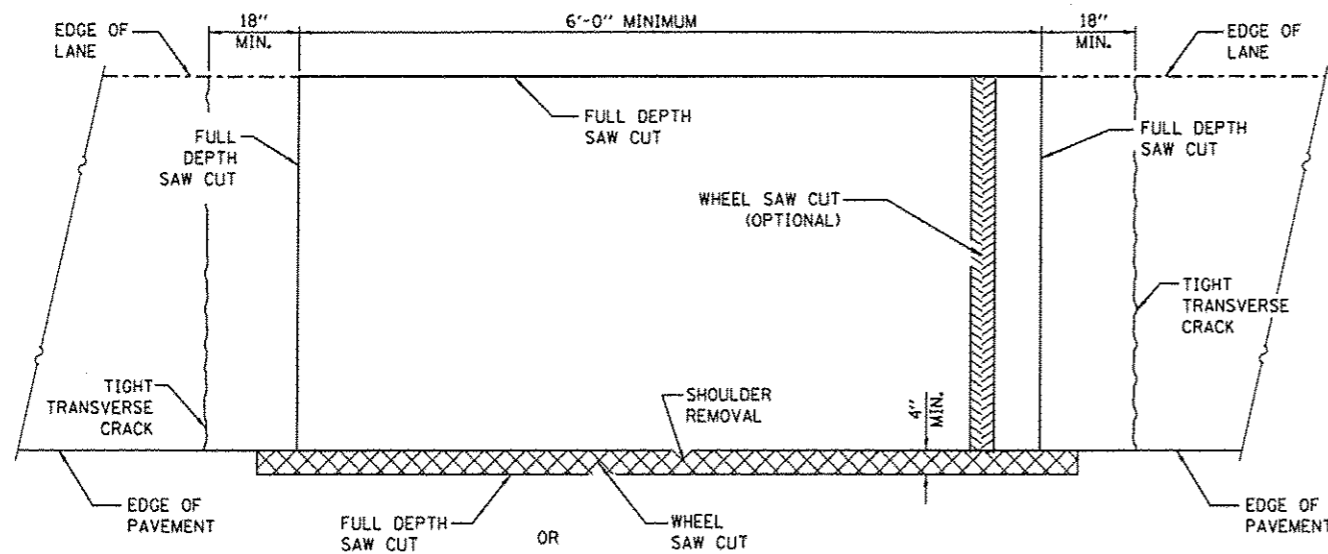


TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS

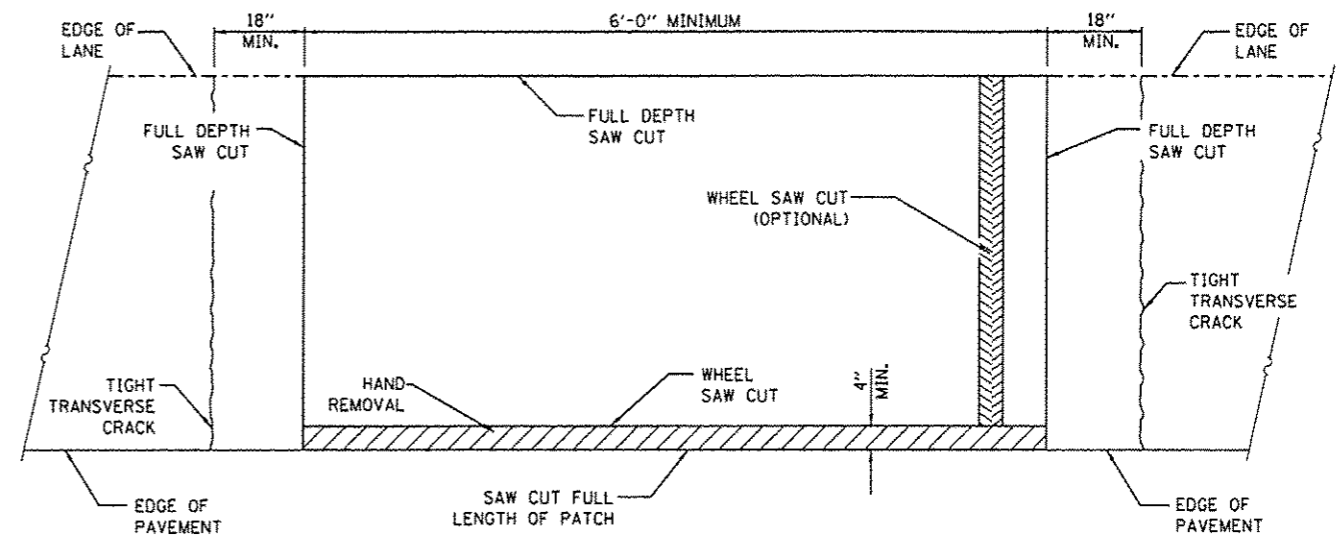


TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

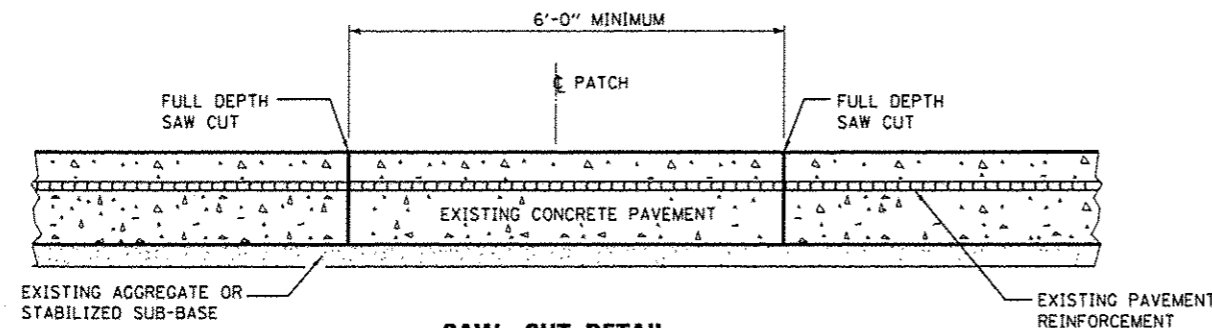
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| FILE NAME * | USER NAME = woodshankr1 | DESIGNED - RW | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PAVEMENT MARKING | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\woodshankr1\0429805\0366E81-shr-details.dgn | DRAWN - RW | REVISED - | 55 | | | 03 PATCHING 2016-5 | LIVINGSTON | 13 | 10 | |
| #MODELNAME* | PLOT SCALE = 100.0000' / in. | CHECKED - EP | REVISED - | | | CONTRACT NO. 66E81 | | | | |
| | PLOT DATE = 4/1/2015 | DATE - 3/19/2015 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |
| | | | | | SCALE: _____ | SHEET 1 OF 1 SHEETS | | STA. _____ TO STA. _____ | | |



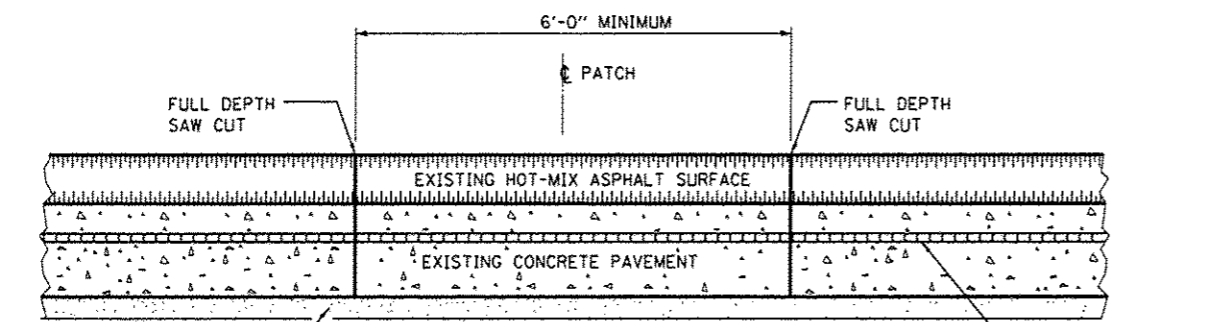
PAVEMENT SAWING DETAIL
(HMA SHOULDER)



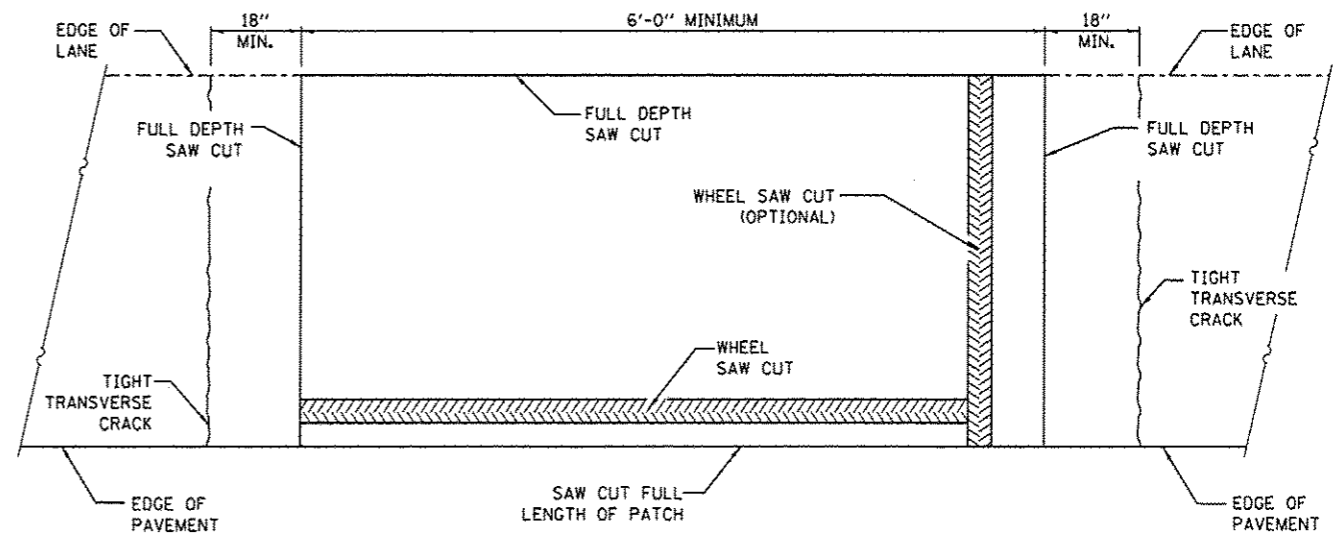
PAVEMENT SAWING DETAIL
(PCC SHOULDER)



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 420001, HOWEVER, THE GROOVE MAYBE EITHER PREFORMED OR SAWED.

SEE STANDARD 421001 FOR DETAILS OF PAVEMENT REINFORCEMENT.

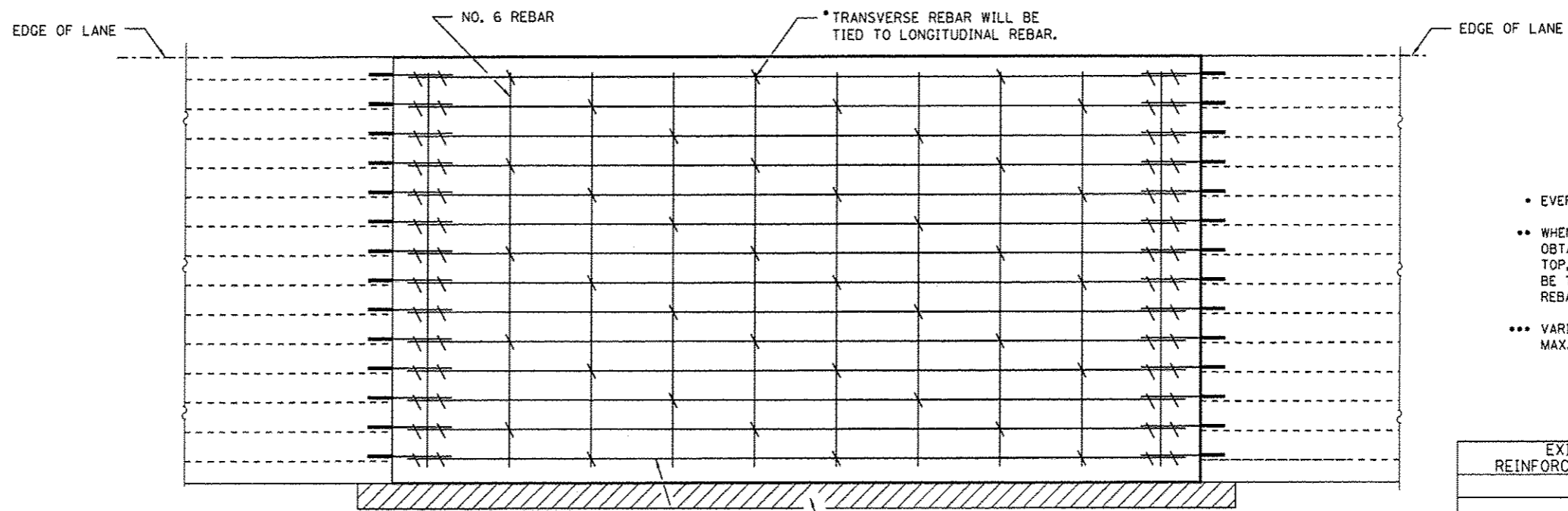
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| #MODELNAME# | PLOT SCALE = 100.0000 / 1 in. | CHECKED - EP | REVISED - |
| | PLOT DATE = 4/1/2015 | DATE - 3/19/2015 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLASS A PATCHING DETAILS

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

| | | | | |
|--------------------|--------------------|------------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | D3 PATCHING 2016-5 | LIVINGSTON | 13 | 11 |
| CONTRACT NO. 66E81 | | | ILLINOIS FED. AID PROJECT | |

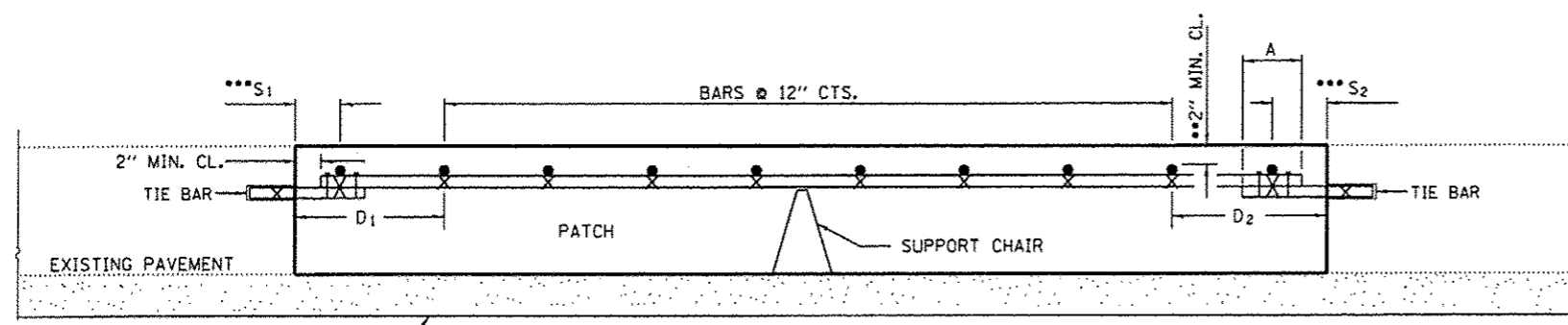


- EVERY 3rd INTERSECTION MUST BE TIED.
- WHEN THE MINIMUM CLEARANCE CANNOT BE OBTAINED WITH THE TRANSVERSE REBAR ON TOP, THEN THE TRANSVERSE REBAR SHALL BE TIED TO THE BOTTOM OF THE LONGITUDINAL REBAR.
- VARIABLES: WHERE S₁ IS 2 1/2" MIN. AND 12" MAX. D₁ = 2(S₁)

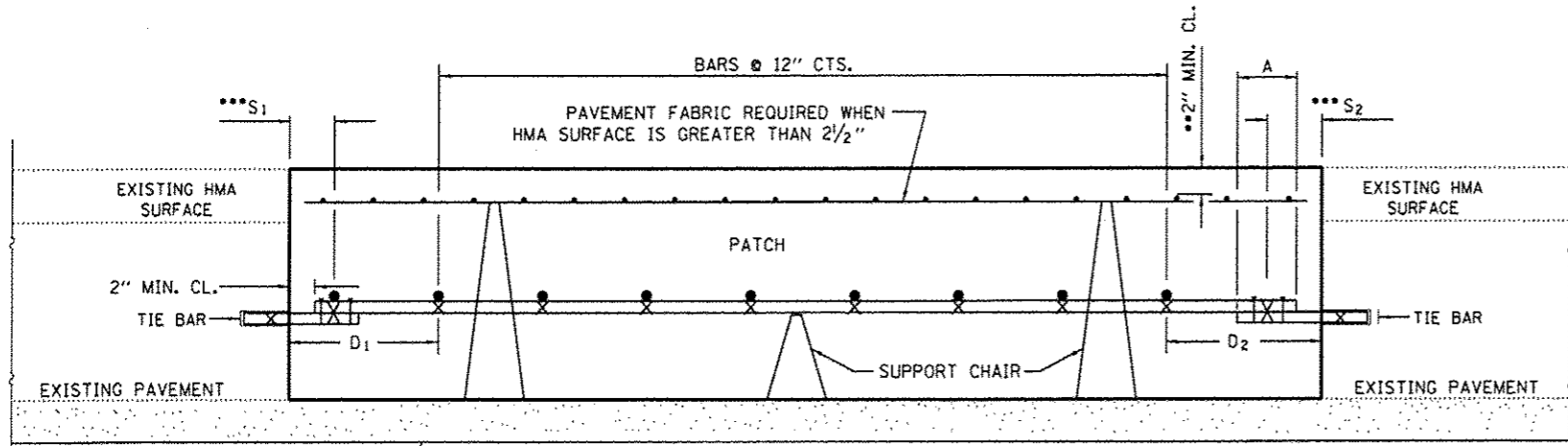
| EXISTING REINFORCEMENT BARS | A (MIN.) |
|-----------------------------|----------|
| #5 | 18" |
| #6 | 21" |
| #7 | 24" |
| FABRIC | 18" |

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

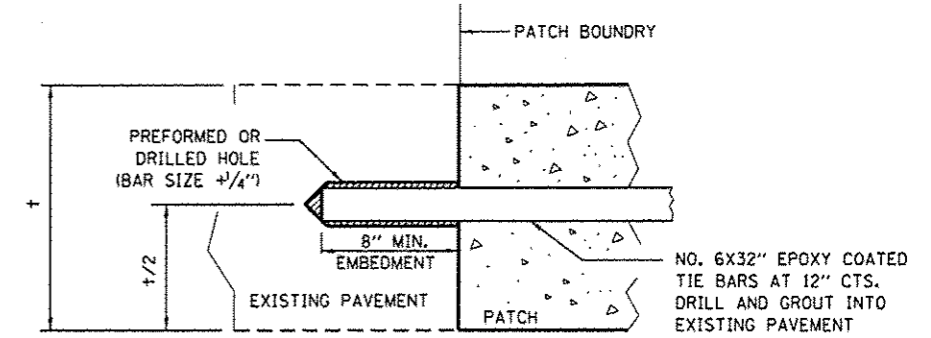
PAVEMENT REINFORCEMENT DETAIL



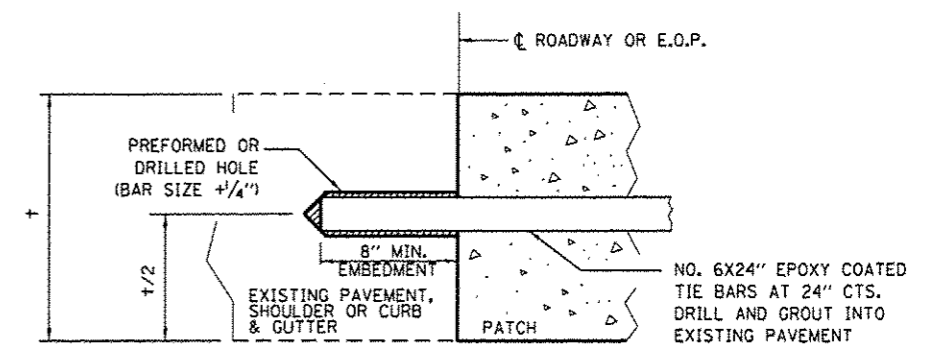
PATCHING DETAIL WITHOUT HMA SURFACE



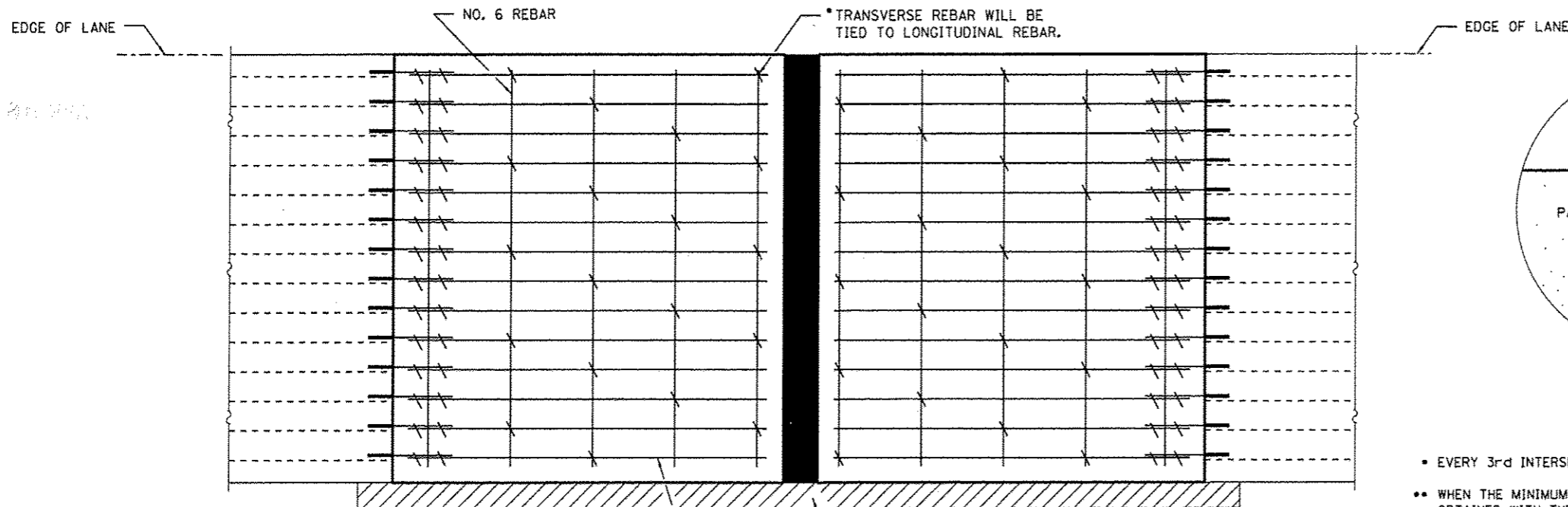
PATCHING DETAIL WITH HMA SURFACE



TRANSVERSE CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)



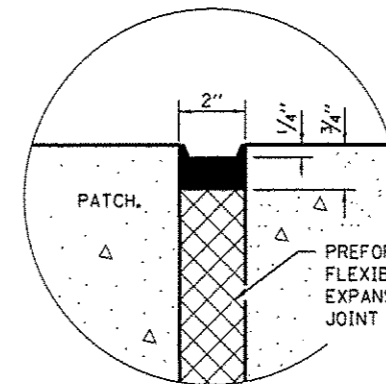
LONGITUDINAL CONSTRUCTION JOINT WHEN PATCH IS OVER 20' IN LENGTH (TIE BAR GROUTED IN PLACE)



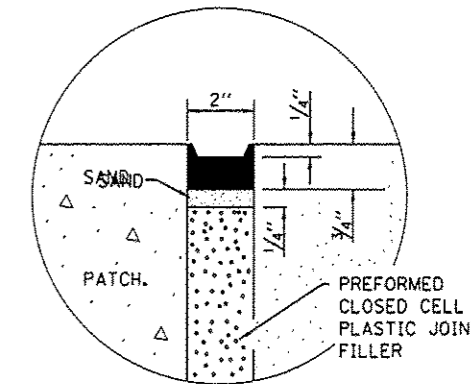
TRANSVERSE REBAR WILL EXTEND TO OUTER LONGITUDINAL REBAR WHILE PROVIDING A MINIMUM 3" CLEARANCE FROM EXISTING PAVEMENT EDGE.

SHOULDER REMOVAL

PAVEMENT REINFORCEMENT DETAIL



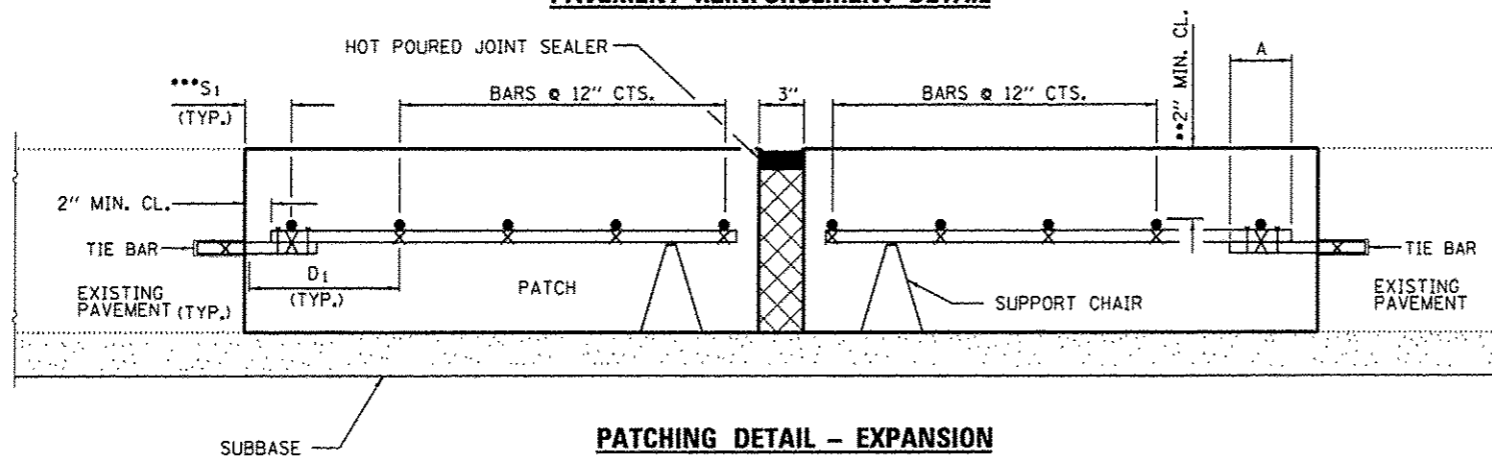
SEALING DETAIL



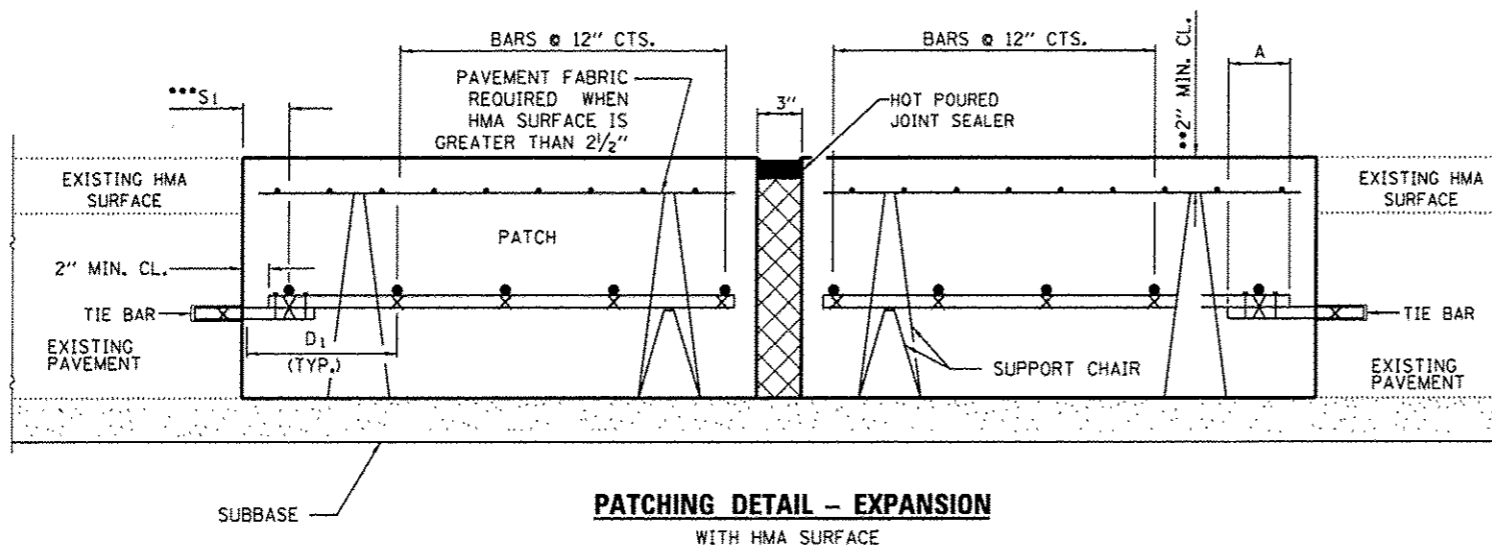
SEALING DETAIL

- 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 $D_2 = 2(S_2)$.

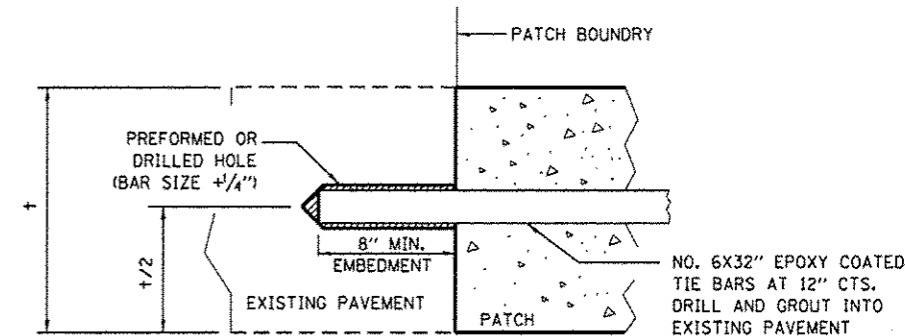
| EXISTING REINFORCEMENT BARS | A (MIN.) | B (MIN.) |
|-----------------------------|----------|----------|
| #6 | 4'-0" | 22" |
| #7 | 4'-0" | 26" |
| FABRIC | 4'-0" | 18" |



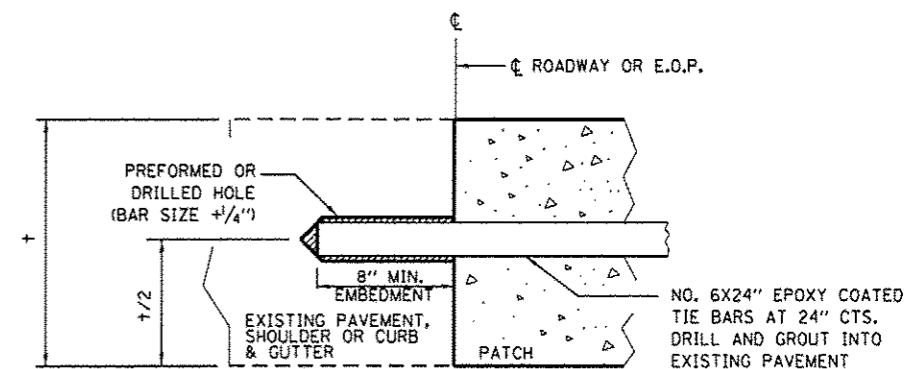
**PATCHING DETAIL - EXPANSION
WITHOUT HMA SURFACE**



**PATCHING DETAIL - EXPANSION
WITH HMA SURFACE**



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



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