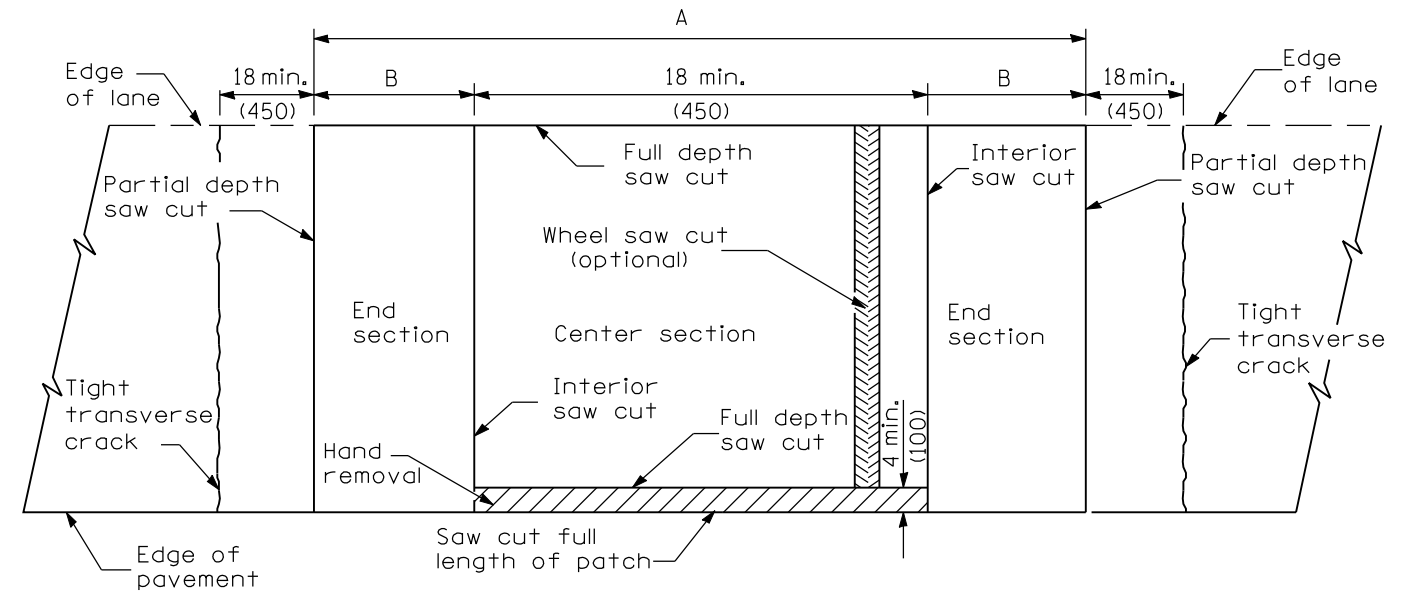


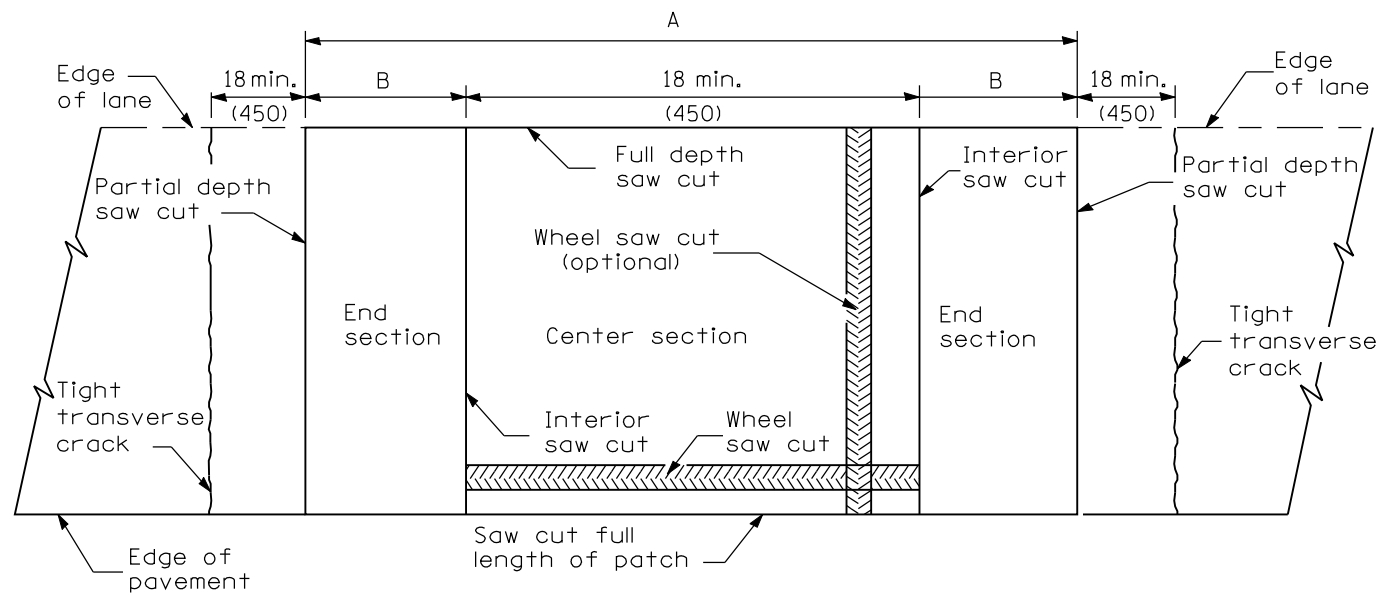
PAVEMENT SAWING DETAIL

(HMA SHOULDER)



PAVEMENT SAWING DETAIL

(PCC SHOULDER)



ALTERNATE SAWING DETAIL

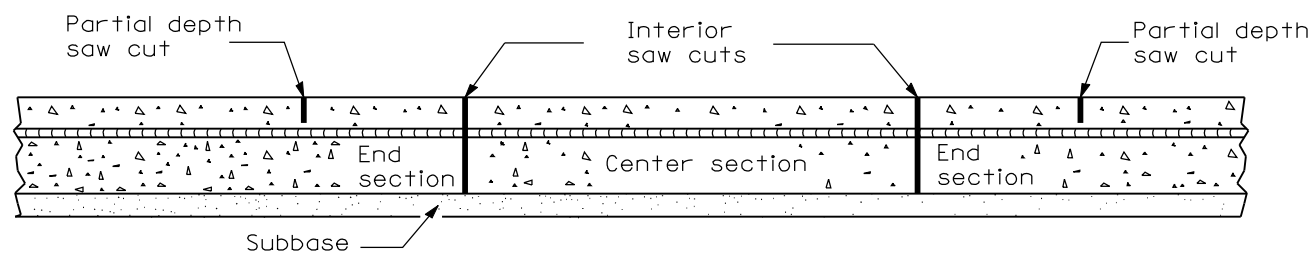
(PCC SHOULDER)

| EXISTING REINFORCEMENT BARS | A (min.) | B (min.) | C (min.) |
|-----------------------------|------------------|-------------|-------------|
| No. 5 (No. 16) | 4'-6" (1.4 m) | 18 (450) | 16 (400) |
| No. 6 (No. 19) | 5'-0" (1.5 m) | 21 (525) | 19 (475) |
| No. 7 (No. 22) | 5'-6" (1.7 m) | 24 (600) | 22 (550) |
| Fabric | 5'-0" (1.5 m) | 21 (525) | 18 (450) |

GENERAL NOTES

When patching two adjacent lanes in one operation, the longitudinal joint shall be a longitudinal sawed joint as detailed on Standard 420001; however, the groove may be either preformed or sawed.

All dimensions are in inches (millimeters) unless otherwise shown.



SAW CUT DETAIL

| DATE | REVISIONS |
|--------|-------------------------------------|
| 1-1-08 | Switched units to English (metric). |
| 1-1-07 | Revised General Notes. |

CLASS A PATCHES

(Sheet 1 of 2)

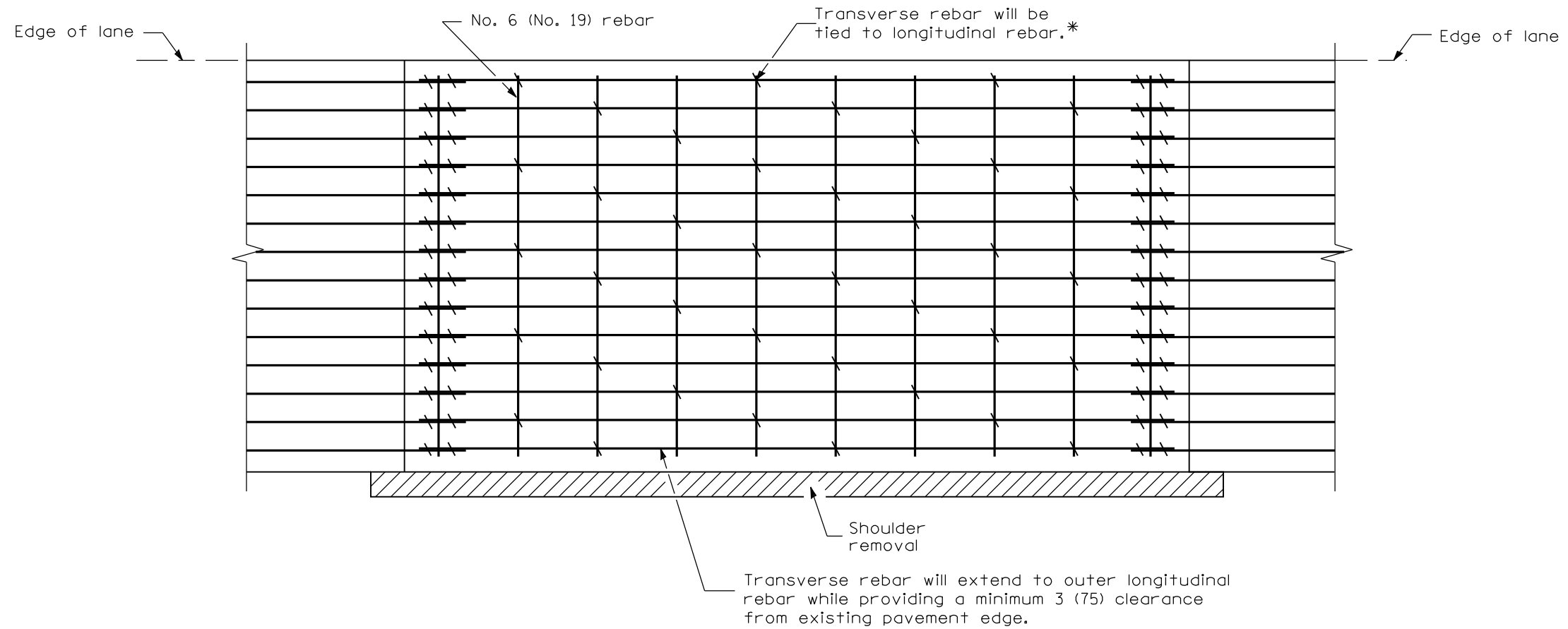
STANDARD 442001-04

Illinois Department of Transportation

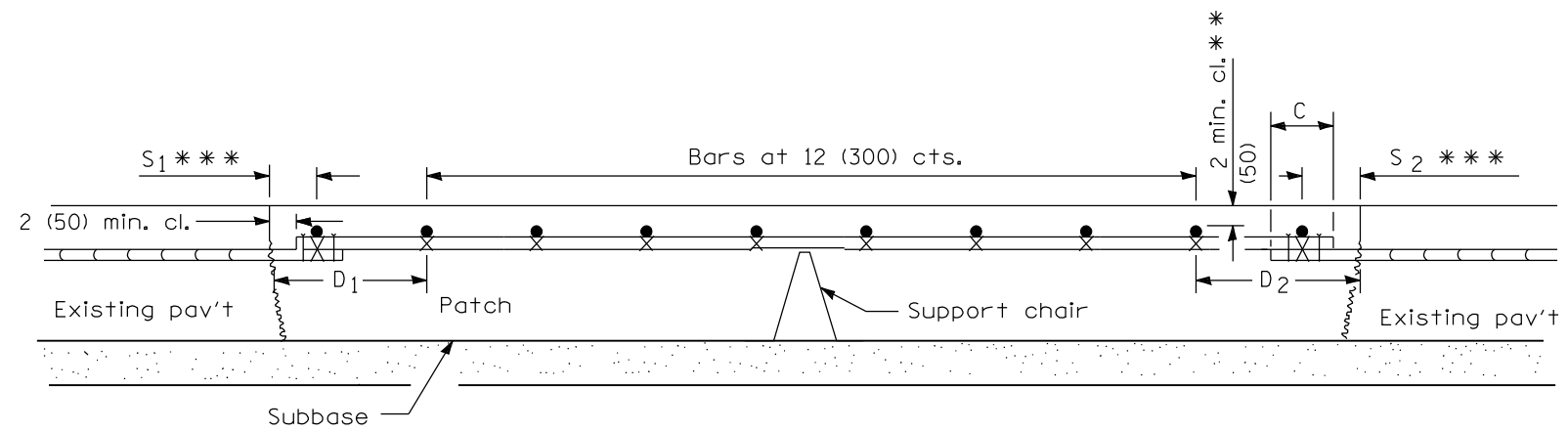
PASSED January 1, 2008
Scott Smith
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2008
Ken E. Han
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



PAVEMENT REINFORCEMENT DETAIL



PATCHING DETAIL

* Every 3rd intersection must be tied.

** When the minimum clearance cannot be obtained with the transverse bar on top then the transverse rebar shall be tied to the bottom of the longitudinal rebar.

*** Variable: Where S_1 and S_2 are $2\frac{1}{2}$ (65) min. and 12 (300) max. $D_1 = 2(S_1)$ and $D_2 = 2(S_2)$.

Illinois Department of Transportation

PASSED January 1, 2008
Scott Smith
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2008
Ken E. Han
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

CLASS A PATCHES

(Sheet 2 of 2)

STANDARD 442001-04