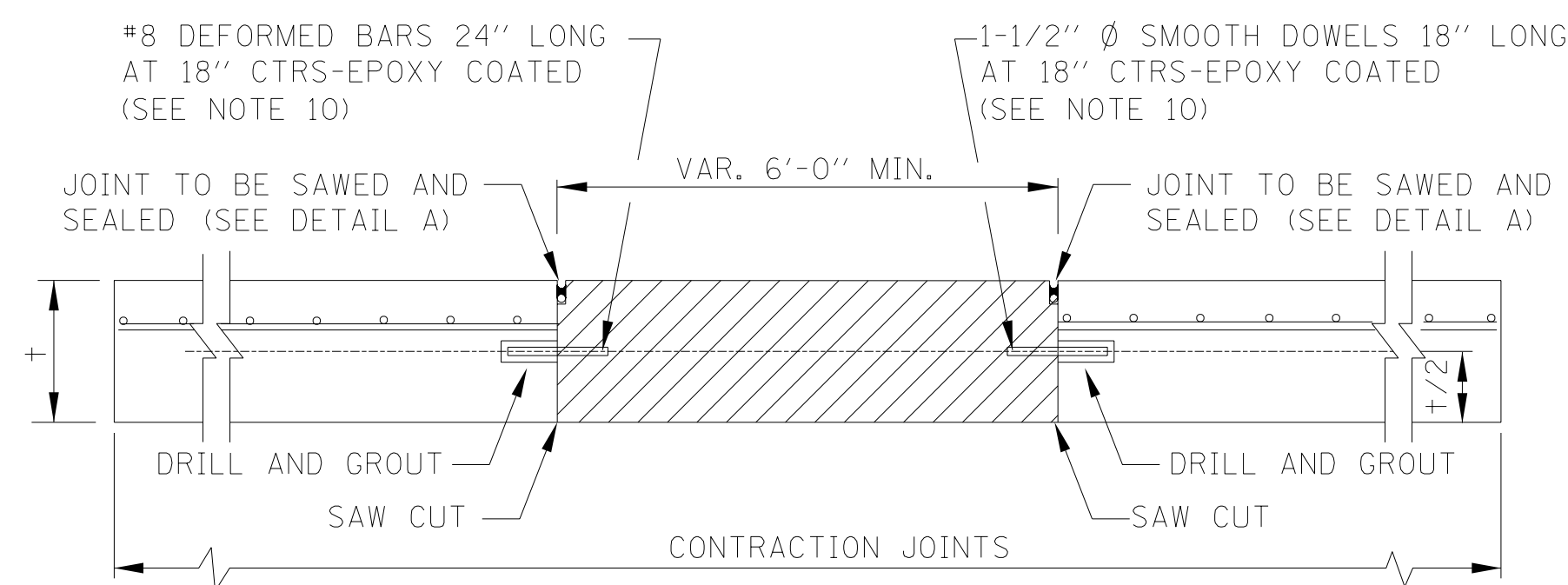


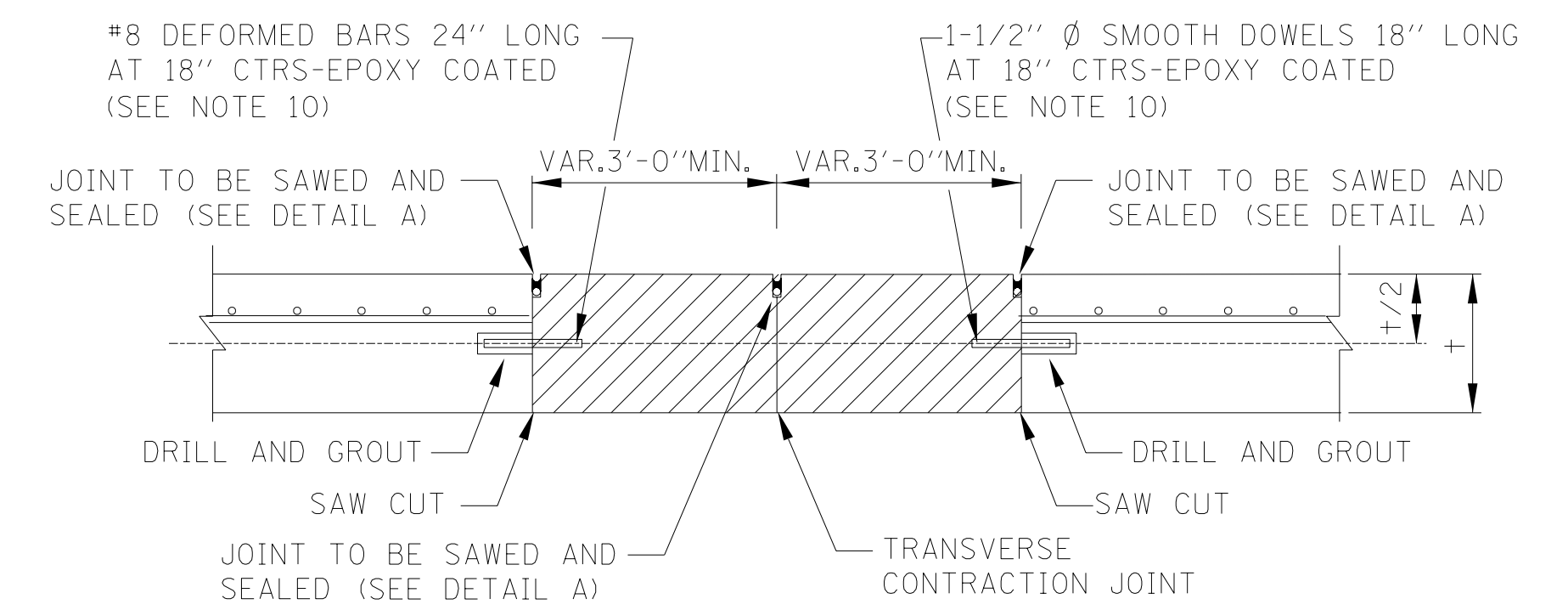
**PROPOSED CONCRETE PAVEMENT FULL DEPTH REPAIR
TYPICAL ROADWAY PLAN**

GENERAL NOTES:

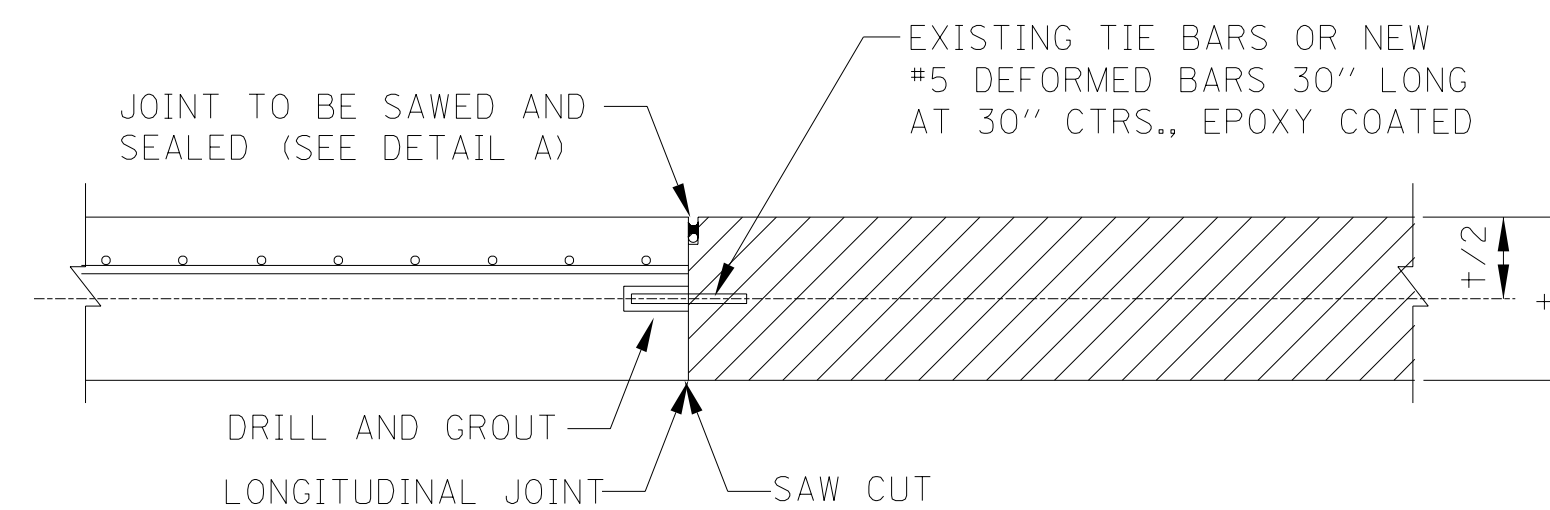
1. LOCATION, LIMITS, AND ACTUAL DIMENSIONS OF ALL PAVEMENT REPAIR, OR REMOVAL AREAS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. THE MINIMUM OVERALL DIMENSIONS OF REPAIRS SHALL BE SIX (6) FEET BY THE LANE WIDTH EXCEPT FOR REPLACEMENT OF DETERIORATED PAVEMENT EDGES (SEE SECTION E-E). REPAIRS TERMINATING AT TRANSVERSE CONTRACTION JOINTS SHALL BE EXTENDED THREE FEET ACROSS THE JOINT. WHEN A REPAIR EXTENDS ACROSS AN EXISTING JOINT THE MINIMUM DIMENSION ON EITHER SIDE OF THE JOINT SHALL BE THREE FEET. LONGITUDINAL JOINTS IN THE REPAIR AREA SHALL BE SAWED AND SEALED (SEE DETAIL A).
3. WHENEVER A REPAIR IS CONSTRUCTED IN TWO OR MORE SEGMENTS BECAUSE OF MAINTENANCE OF TRAFFIC STAGING REQUIREMENTS, EACH SEGMENT SHALL BE CONSIDERED A SEPARATE PATCH WITH SIX (6) FOOT MINIMUM DIMENSION.
4. REINFORCING FABRIC AND DOWEL BASKETS WILL NOT BE REQUIRED IN CONCRETE PAVEMENT REPAIR (FULL DEPTH).
5. DRILLED AND GROUTED BARS SHALL BE EMBEDDED 1/2 THEIR LENGTH INTO THE EXISTING CONCRETE USING AN EPOXY GROUT AS SPECIFIED.
6. ALL TRANSVERSE CONTRACTION AND LONGITUDINAL JOINTS IN THE REPAIR AREA IN PAVEMENT NOT TO BE RESURFACED SHALL BE SAWCUT AND SEALED PER STANDARD DRAWING SD XX-31A.
7. FOR SPOT REPAIR OF OVERLAID CONCRETE:
 - A. BITUMINOUS OVERLAY AND P.C.C. PAVEMENT SHALL BE SAW CUT FULL DEPTH. THE SAW CUT AND REMOVAL OF THE BITUMINOUS OVERLAY SHALL BE INCLUDED IN PAYMENT FOR "BITUMINOUS OVERLAY REPAIR". THE SAW CUT AND REMOVAL OF THE CONCRETE PAVEMENT SHALL BE INCLUDED IN PAYMENT FOR "CONCRETE PAVEMENT REPAIR (FULL DEPTH)".
 - B. REPLACEMENT OF THE BITUMINOUS OVERLAY SHALL BE CONSTRUCTED AND PAID FOR IN "BITUMINOUS OVERLAY REPAIR".
8. AT LOCATIONS OF PROPOSED PAVEMENT WIDENING, EDGE DETERIORATION REQUIRING FULL DEPTH REPAIR SHALL BE REPAIRED BY REMOVAL AND REPLACEMENT OF A MINIMUM OF ONE (1) FOOT WIDE STRIP. THE NEW PAVEMENT SHALL BE CONSTRUCTED MONOLITHICALLY WITH THE PAVEMENT WIDENING. ANY SAW CUTTING AND REMOVAL WILL BE CONSIDERED CONTRACT SPECIFIED EXTRA WORK, WITH PAYMENT PER ITEM NO. 1501, UNLESS OTHERWISE PROVIDED IN THE CONTRACT.
9. WHEN PAVEMENT REPAIR PRECEDES PAVEMENT WIDENING, TIE BARS SHALL BE INSTALLED ALONG THE EXISTING PAVEMENT EDGE LINE.
10. SMOOTH DOWELS SHALL BE USED ON THE EXIT SIDE OF A FULL DEPTH PATCH AND DEFORMED BARS ON THE ENTRANCE SIDE. ALL DOWELS AND DEFORMED BARS SHALL BE EPOXY COATED.
11. TYPICAL ROADWAY PLAN FOR FULL DEPTH REPAIR IS APPLICABLE TO ALL PAVEMENTS, LANE WIDTHS AND NUMBER OF EXISTING LANES.



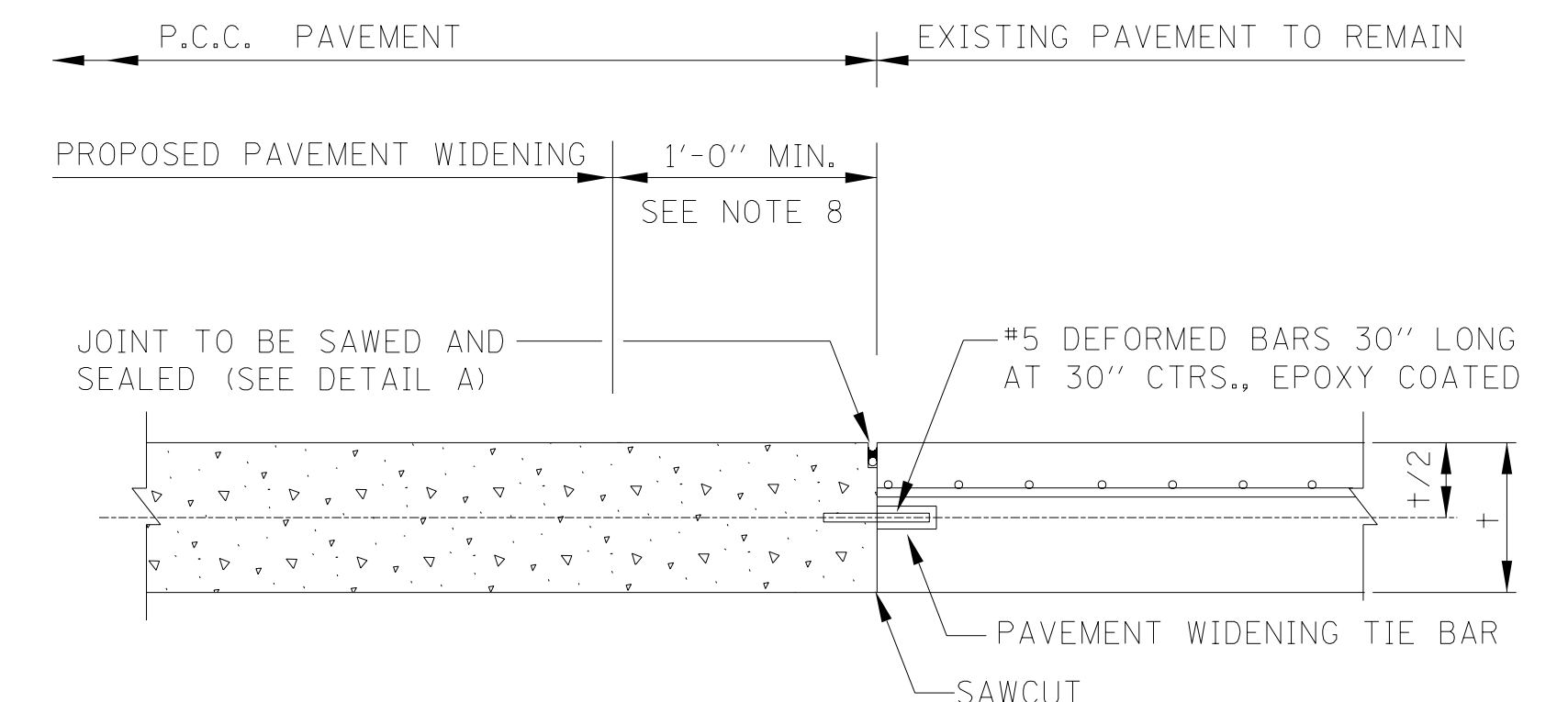
**SECTION A-A
REPAIR - FULL DEPTH, ONE LANE**



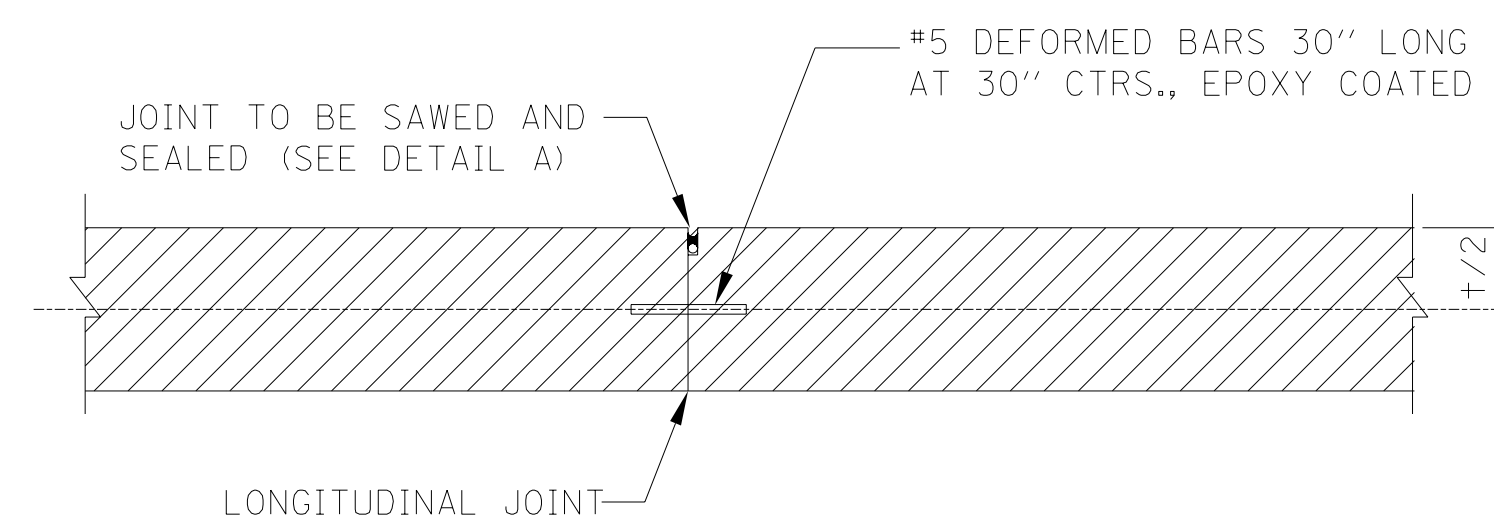
**SECTION D-D
REPAIR AT CONTRACTION JOINT**



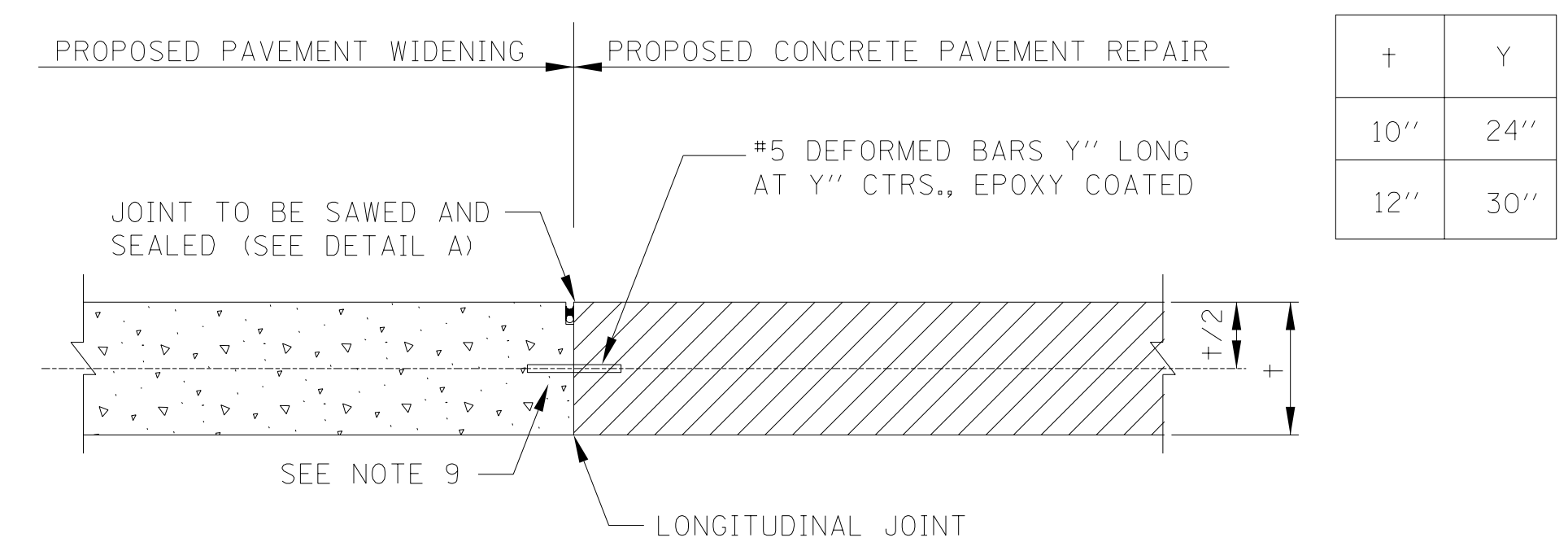
**SECTION B-B
REPAIR ALONG LONGITUDINAL JOINT**



**SECTION E-E
REPLACEMENT OF DETERIORATED PAVEMENT
EDGES ADJACENT TO PROPOSED WIDENING**

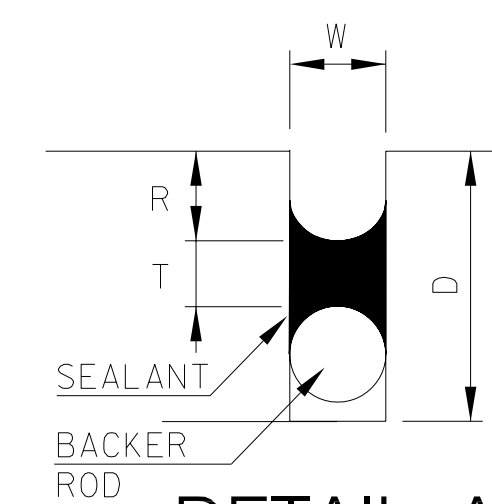


**SECTION C-C
REPAIR THROUGH LONGITUDINAL JOINT**



**SECTION G-G
REPAIR ADJACENT TO PROPOSED WIDENING**

- LEGEND**
- EXISTING WELDED WIRE FABRIC (10" PAVEMENT ONLY)
 - EXISTING PAVEMENT
 - PROPOSED CONCRETE PAVEMENT REPAIR - FULL DEPTH
 - PROPOSED CONCRETE PAVEMENT WIDENING
 - † = CONCRETE PAVEMENT THICKNESS



TYPICAL JOINT CROSS-SECTION

- W = SEALANT WIDTH, 3/8" MIN.
 - T = SEALANT THICKNESS
 - R = SEALANT RECESS, FLUSH OR OVER BANDING NOT ALLOWED
 - D = JOINT CHANNEL DEPTH
- AS RECOMMENDED BY MANUFACTURER

APPROVED CHIEF ENGINEER DATE 6-22-2004

CTE ENGINEERS
CONSOER TOWNSEND ENVIRODYNE ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS	
NO.	DATE

STANDARD SD 04-22A
CONCRETE PAVEMENT REPAIR
FULL DEPTH

DRAWING NO.
A1
OF