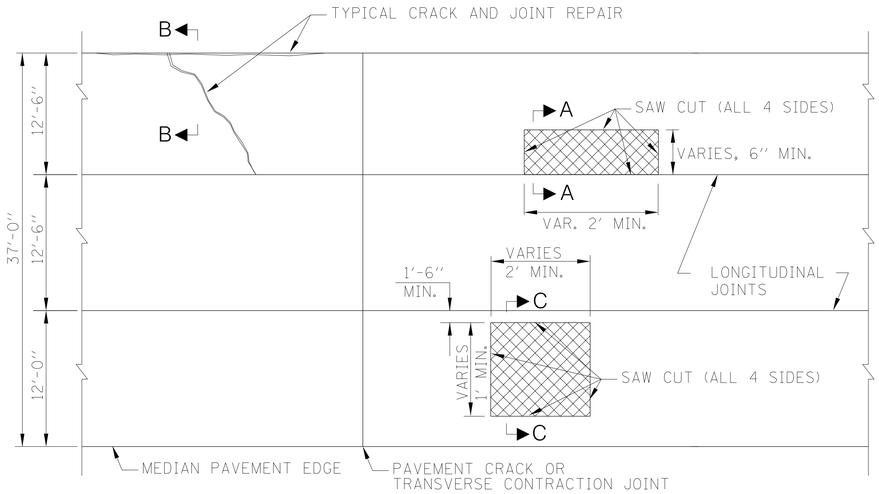
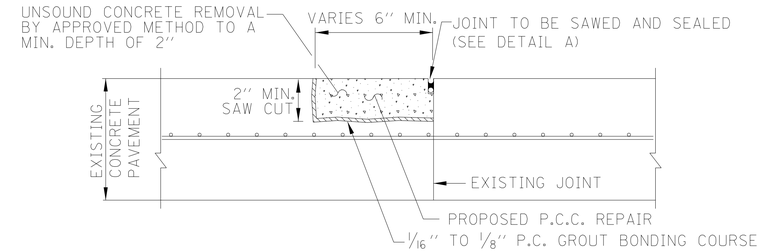


PROPOSED PAVEMENT REPAIR (PARTIAL DEPTH)

TYPICAL ROADWAY PLAN

LEGEND

- EXISTING REINFORCING MATERIAL
- EXISTING OR PROPOSED BITUMINOUS OVERLAY
- PROPOSED PAVEMENT REPAIR PARTIAL DEPTH (BIT.)
- MIXTURE FOR CRACKS AND JOINTS
- PROPOSED PAVEMENT REPAIR PARTIAL DEPTH P.C.C.



SECTION A–A

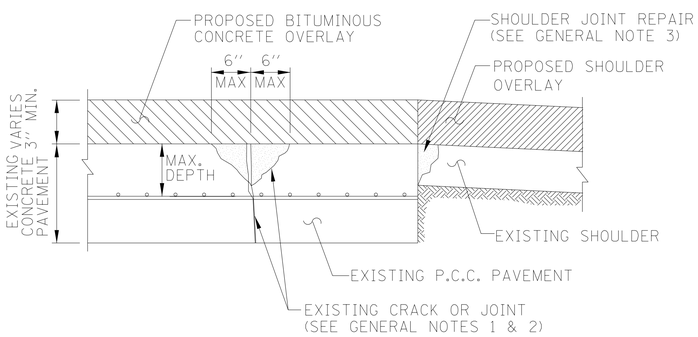
TYPICAL SECTION FOR PAVEMENT REPAIR (PARTIAL DEPTH) P.C. CONCRETE

NOTES: PARTIAL DEPTH P.C. CONCRETE

1. LOCATION OF ALL AREAS SHALL BE DETERMINED BY THE ENGINEER.
2. MINIMUM SAW CUT SHALL BE 2" DEPTH; OR TO TOP OF REINFORCEMENT STEEL.
3. ALL CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF TWO INCHES.
4. SANDBLAST ALL SURFACES OF CAVITIES PRIOR TO PLACING P.C. GROUT BONDING COURSE.
5. FINAL SURFACE SHALL RECEIVE A LIGHT TRANSVERSE BROOM OR TINED FINISH TO MATCH ADJACENT SURFACE.

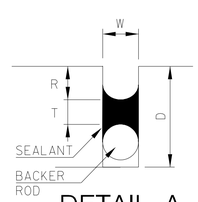
GENERAL NOTES:

1. THE CRACKS OR JOINTS SHALL BE CLEANED OF ALL DIRT, LOOSE OR SPALLED CONCRETE AND FOREIGN MATERIAL TO A DEPTH WHERE THE CRACK BECOMES LESS THAN 3/8 INCH WIDE OR UNTIL THE REINFORCEMENT IS ENCOUNTERED. THIS WORK SHALL BE PERFORMED BY MEANS OF APPROVED HAND TOOLS AND/OR PNEUMATIC TOOLS.
2. AFTER REMOVING LOOSE MATERIAL IN AND ADJACENT TO THE CRACK OR JOINT, THE CRACK OR JOINT SHALL BE FILLED WITH MIXTURE FOR CRACKS AND JOINTS AS REQUIRED BY STANDARD SPECIFICATIONS, OR AS DIRECTED BY THE ENGINEER.
3. REMOVE JOINT SEALER AND LOOSE OR DAMAGED BITUMINOUS CONCRETE, THEN FILL VOID WITH MIXTURE FOR CRACKS AND JOINTS AS REQUIRED BY THE STANDARD SPECIFICATIONS, OR AS DIRECTED BY THE ENGINEER.
4. WHEN THE SPALLED OR DETERIORATED AREA EXTENDS BELOW THE REINFORCING STEEL, OR ONE HALF THE PAVEMENT THICKNESS, A FULL DEPTH PATCH SHALL BE CONSTRUCTED.



SECTION B–B

EXISTING CRACK AND JOINT REPAIR

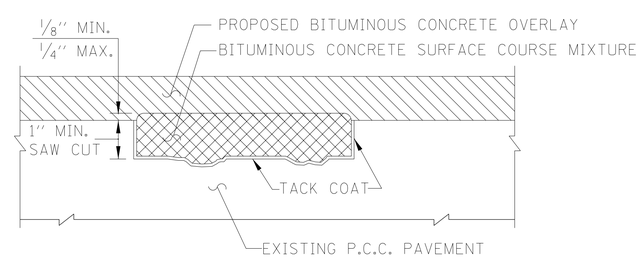


DETAIL A

TYPICAL JOINT CROSS-SECTION

W = SEALANT WIDTH, 1/4" MIN.
T = SEALANT THICKNESS
R = SEALANT RECESS. FLUSH OR OVER BANDING NOT ALLOWED
D = JOINT CHANNEL DEPTH

AS RECOMMENDED BY MANUFACTURER

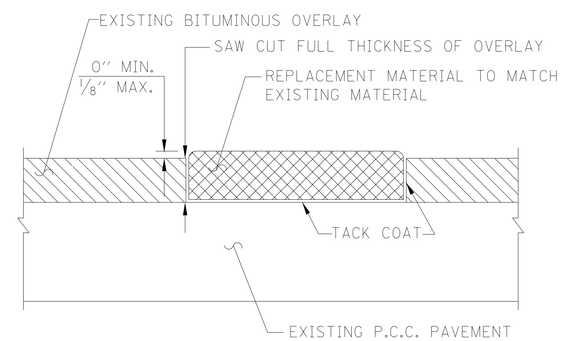


SECTIONS A–A & C–C

PAVEMENT REPAIR (PARTIAL DEPTH) BITUMINOUS

NOTES: PARTIAL DEPTH BITUMINOUS

1. LOCATION OF PATCHING AREAS SHALL BE DETERMINED BY THE ENGINEER.
2. MINIMUM SAW CUT SHALL BE TO A DEPTH OF 1".
3. MINIMUM DIMENSIONS SHALL BE AS SHOWN.
4. TACK COAT SHALL BE APPLIED TO ALL EXPOSED SURFACES OF THE CAVITY.
5. ALL CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF ONE INCH.
6. THE COST OF TACK COAT AND BITUMINOUS CONCRETE SURFACE MIXTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REPAIR (PARTIAL DEPTH)-BITUMINOUS.



SECTION A–A & C–C

BITUMINOUS OVERLAY REPAIR

NOTES: TYPICAL BITUMINOUS OVERLAY REPAIR

1. LOCATION OF ALL OVERLAY REPAIR AREAS SHALL BE DETERMINED BY THE ENGINEER.
2. MINIMUM DIMENSIONS SHALL BE AS SHOWN IN TYPICAL ROADWAY PLAN.
3. ALL BITUMINOUS OVERLAY SHALL BE REMOVED TO THE TOP OF THE P.C. CONC. PAVEMENT.
4. SAWCUT MAY BE ELIMINATED IF MILLING EQUIPMENT IS USED AND VERTICAL AND STRAIGHT SIDES ARE OBTAINED.

APPROVED Jeff Oakley 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 DESCRIPTION	STANDARD SD 04-22B PAVEMENT REPAIR PARTIAL DEPTH
				DRAWING NO. A2 OF