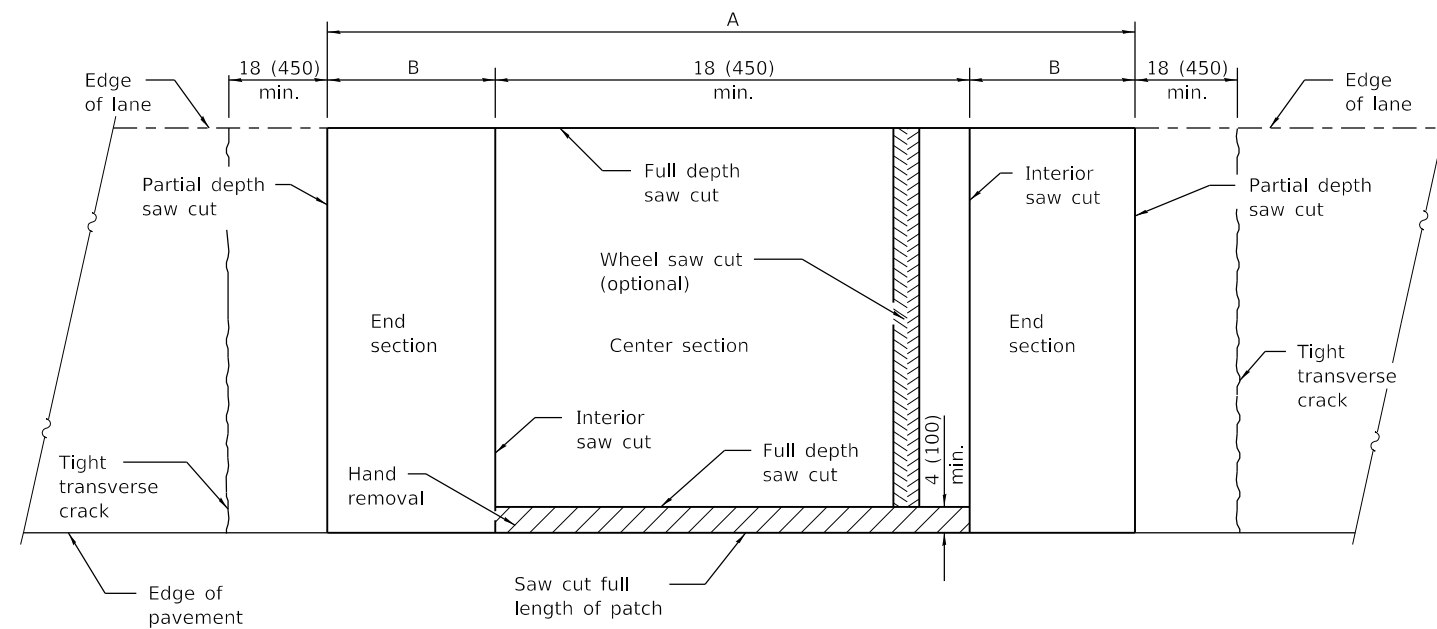
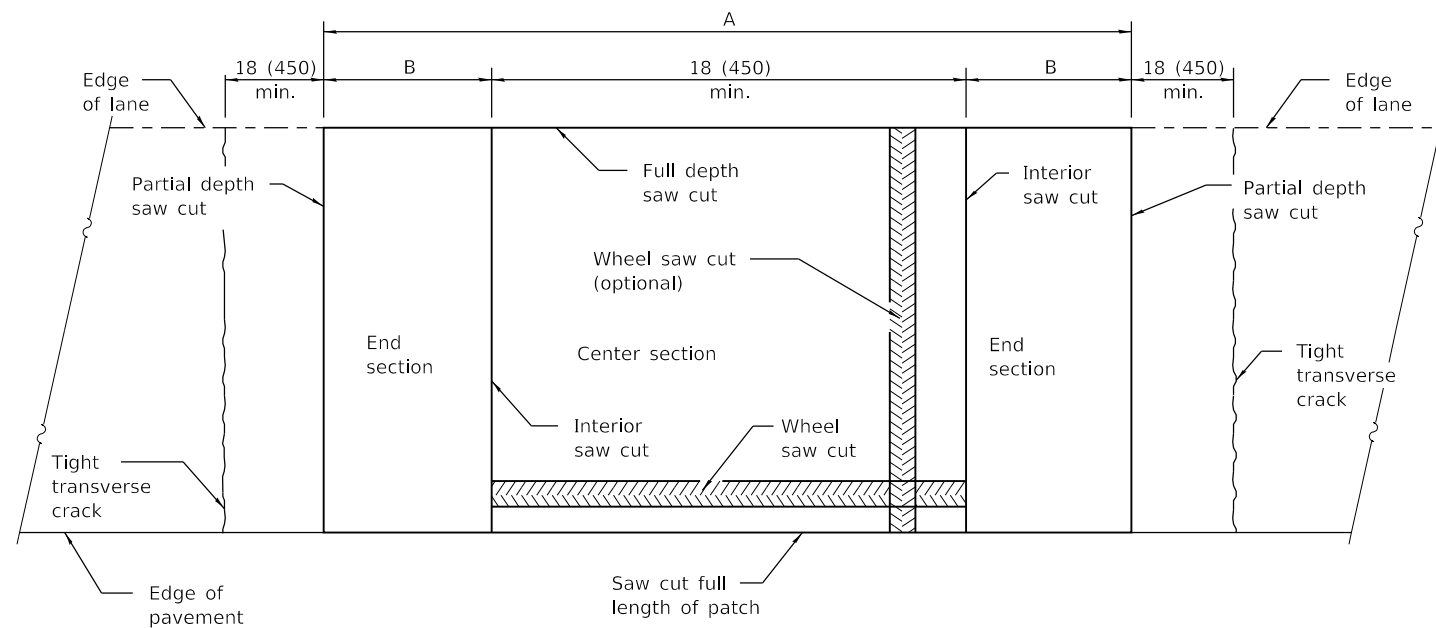


**PAVEMENT SAWING DETAIL**  
(HMA SHOULDER)

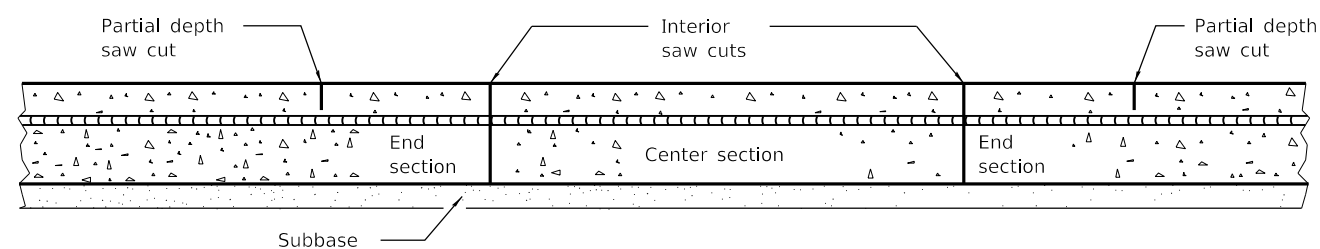


**PAVEMENT SAWING DETAIL**  
(PCC SHOULDER)



**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)



**SAW CUT DETAIL**

**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.

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

**CLASS A PATCHES**

(Sheet 1 of 2)

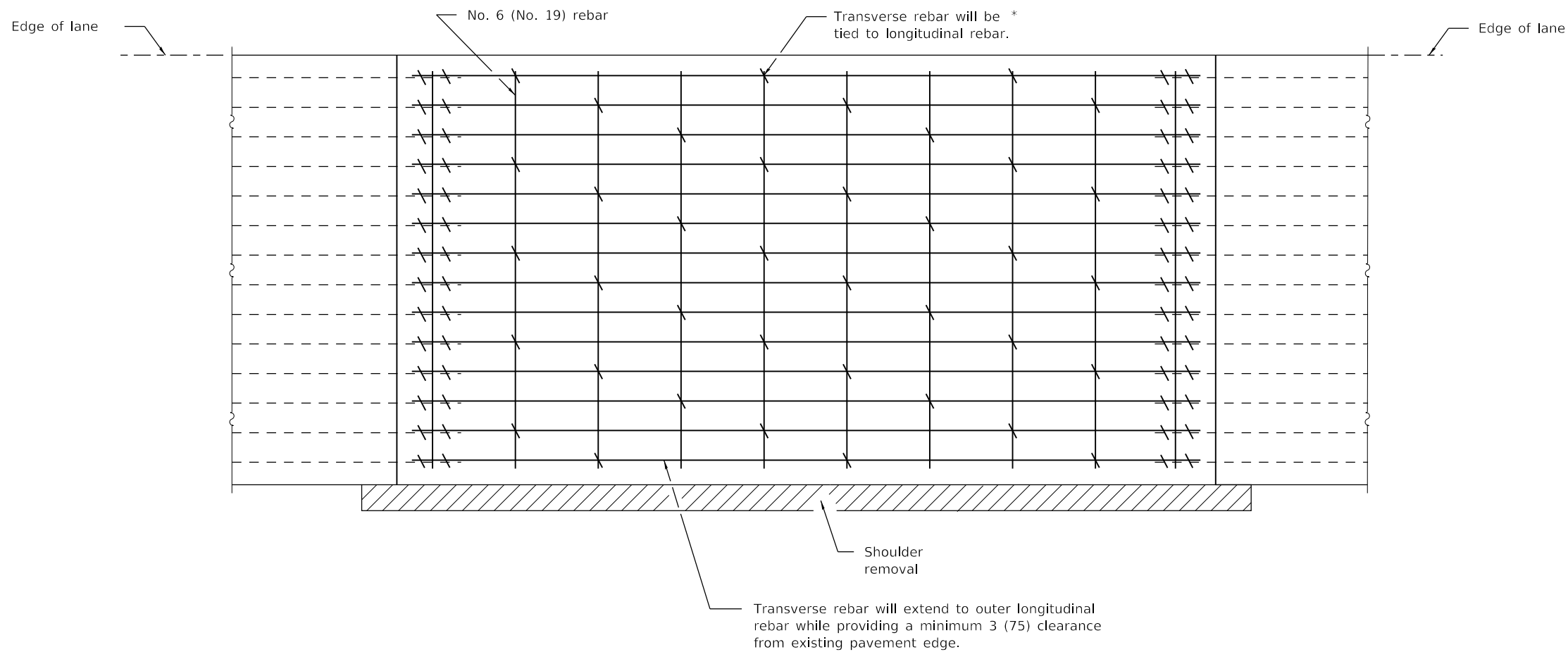
**STANDARD 442001-04**

Illinois Department of Transportation

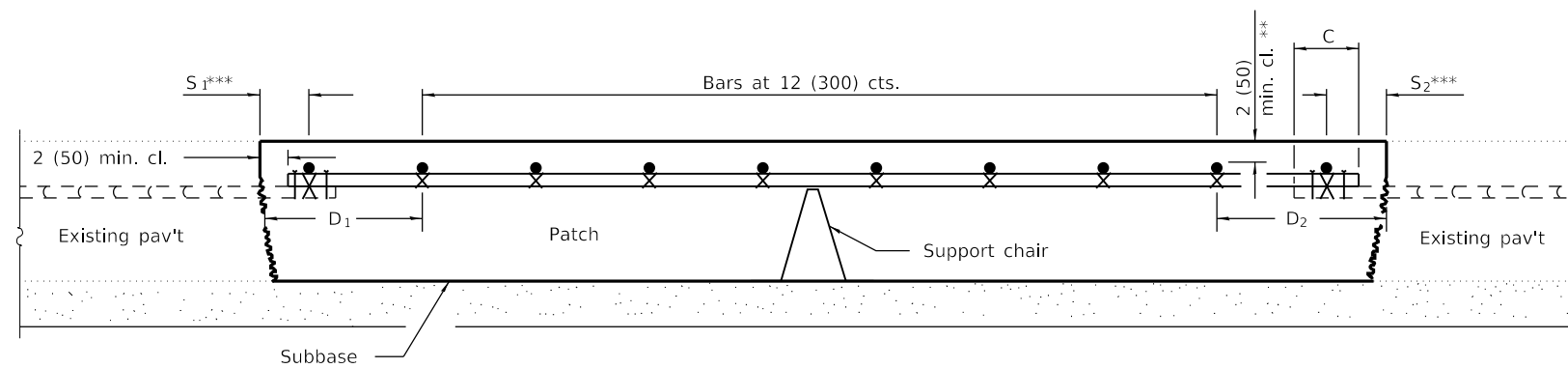
PASSED January 1, 2008  
*[Signature]*  
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2008  
*[Signature]*  
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  $D_2 = 2(S_2)$ .

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PASSED January 1, 2008

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**CLASS A PATCHES**

(Sheet 2 of 2)

**STANDARD 442001-04**