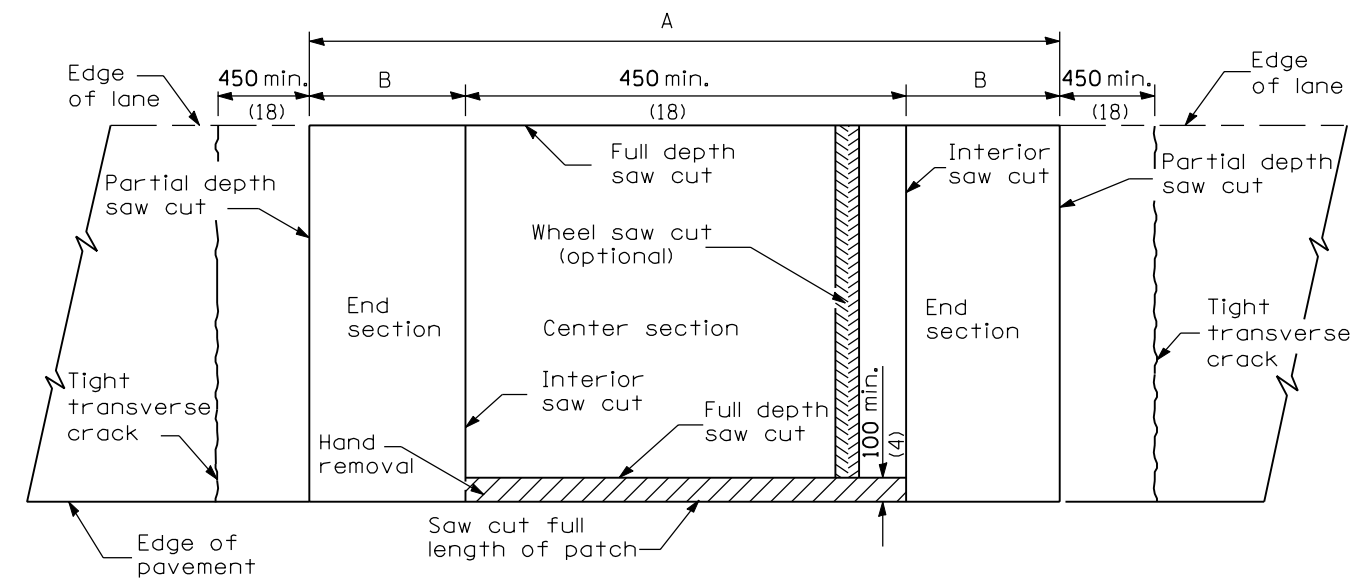
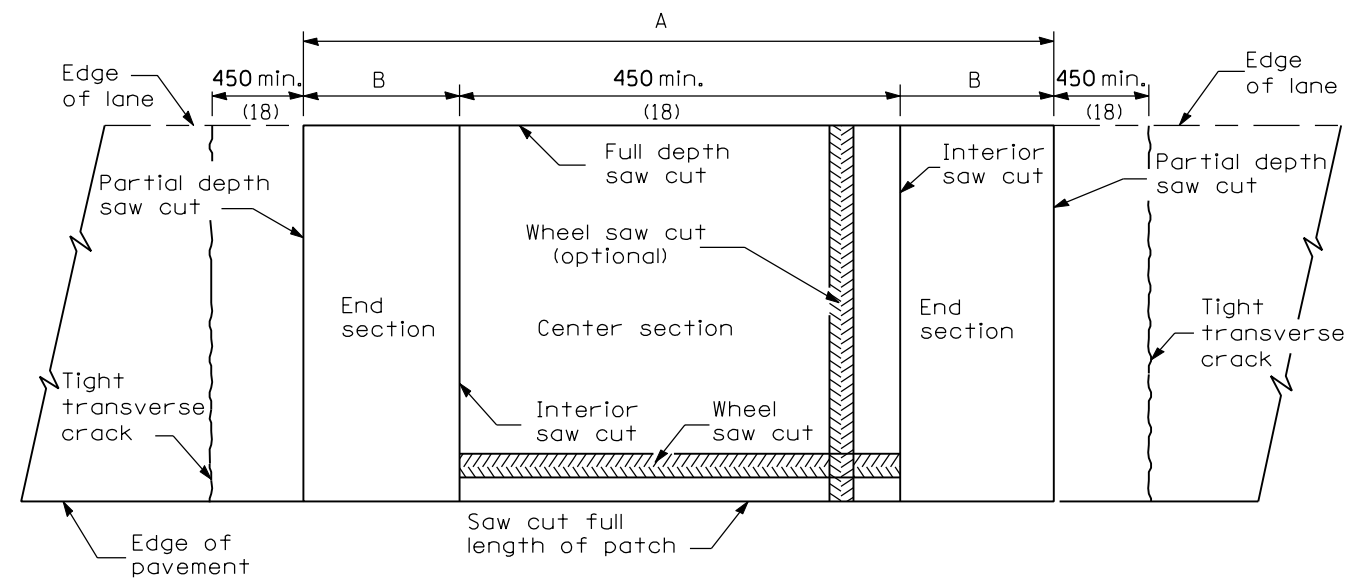


**PAVEMENT SAWING DETAIL**  
(BITUMINOUS SHOULDER)



**PAVEMENT SAWING DETAIL**  
(PCC SHOULDER)



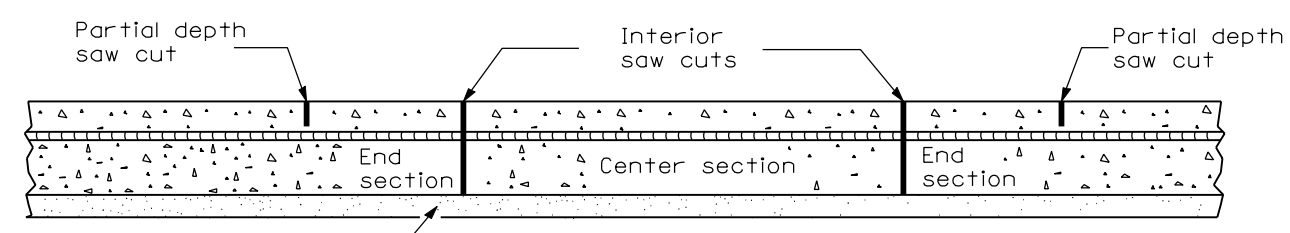
**ALTERNATE SAWING DETAIL**  
(PCC SHOULDER)

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

**GENERAL NOTES**

When patching two adjacent lanes in one operation, the longitudinal joint shall be a sawed longitudinal joint as detailed on Standard 420001; however, the groove shall be either preformed or sawed. Tie bars shall only be included for patches 6.0 m (20') or longer.

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



**SAW CUT DETAIL**

Illinois Department of Transportation

PASSED January 1, 2003  
*Ryan Driskell*  
ENGINEER OF POLICY AND PROCEDURES

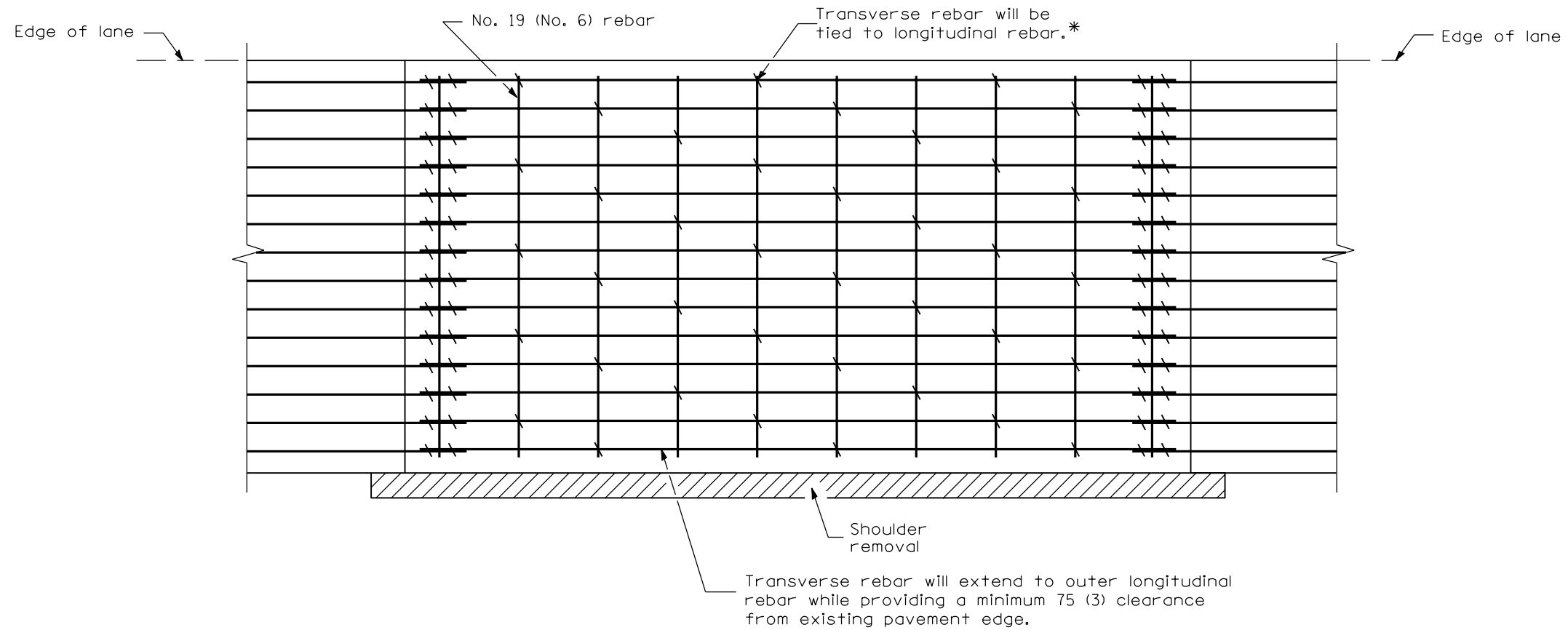
APPROVED January 1, 2003  
*Michael L. Hine*  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

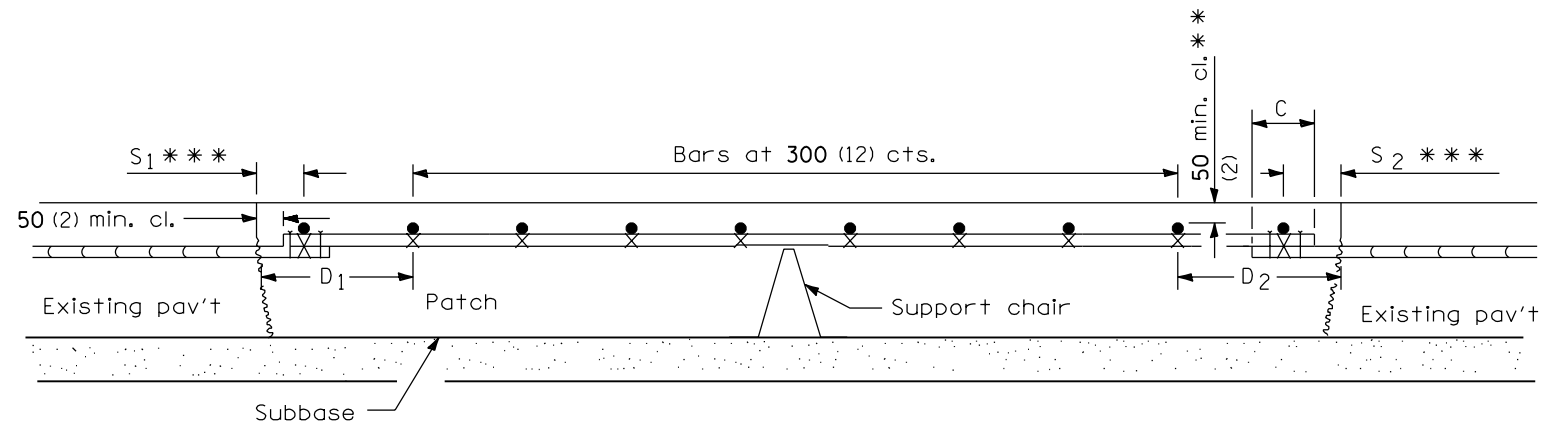
DATE	REVISIONS
1-1-03	Soft-converted metric reinf. bars
1-1-98	Added PCC shoulder sawing details.

**CLASS A PATCHES**  
(Sheet 1 of 2)

**STANDARD 442001-02**



**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 65 (2½) min. and 300 (12) max.  $D_1 = 2(S_1)$  and  $D_2 = 2(S_2)$ .

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

Illinois Department of Transportation

PASSED January 1, 2003  
*Ryan Driskell*  
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2003  
*Michael L. Hine*  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**CLASS A PATCHES**  
 (Sheet 2 of 2)

**STANDARD 442001-02**