

CONCRETE PAVEMENT REMOVAL BY
 ROTO MILLING - SEE NOTE 2
 (P.C.C. JOINT MILLING -
 AR800390)

TYPICAL LIMITS OF D-CRACKING
 DISTRESS PRESENT ADJACENT TO
 PAVEMENT JOINT

EXISTING P.C.C. PAVEMENT
 JOINT RESERVOIR

REMOVAL

REFLECTIVE CRACK CONTROL FABRIC REQUIRED OVER ALL CONCRETE PAVEMENT JOINTS

REPLACEMENT

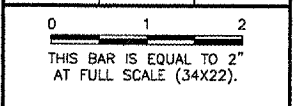
P.C.C. REMOVAL AND BITUMINOUS REPLACEMENT NOTES

- 1.) THE MINIMUM MILLING CUT WIDTH OF 18 INCHES AND CUT DEPTH OF 3 INCHES WILL BE ACCOMPLISHED BY ONE PASS OF THE MILLING HEAD. THE MILLING HEAD WILL BE A MINIMUM WIDTH OF 18 INCHES.
- 2.) THE MILLING HEAD WILL BE CENTERED ON THE EXISTING PAVEMENT JOINT, EXCEPT WHEN OTHERWISE NOTED BY THE ENGINEER.
- 3.) PARTIAL DEPTH P.C.C. REMOVAL AND BITUMINOUS PATCHING WILL BE USED TO REPAIR ALL TRANSVERSE AND LONGITUDINAL PAVEMENT JOINTS WITHIN THE LIMITS OF THE PROJECT ACCORDING TO THE DETAIL ON THIS DRAWING.

PARTIAL DEPTH P.C.C. REMOVAL AND BITUMINOUS PATCHING DETAIL

N.T.S.

REVISIONS		
NUMBER	BY	DATE



**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**

**REHABILITATE AIR CARRIER RAMP, PHASE 2
 PAVEMENT REMOVAL DETAILS SHEET 4**

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DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	<i>SMS</i>
APPROVED BY:	<i>SMS</i>
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