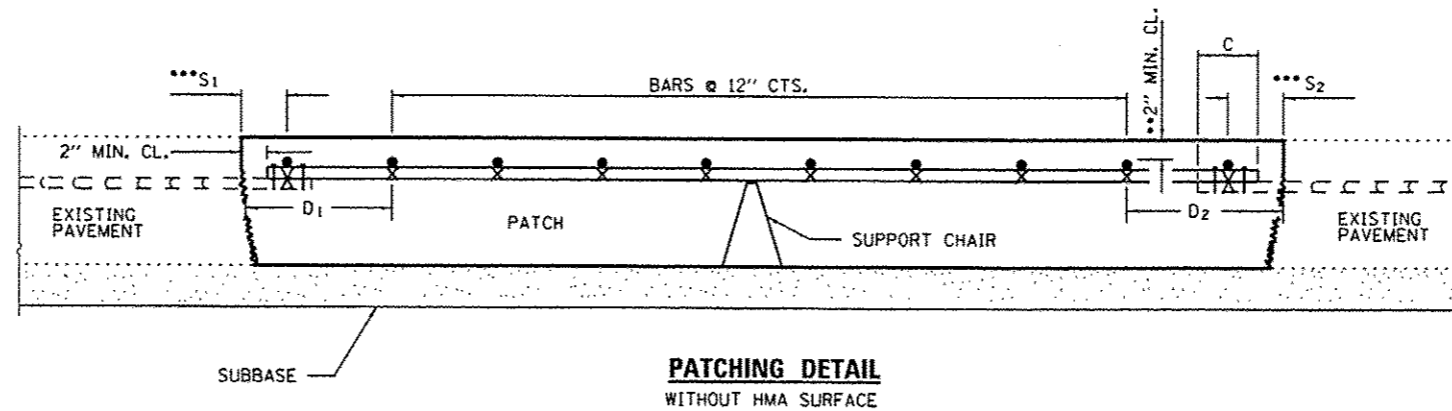
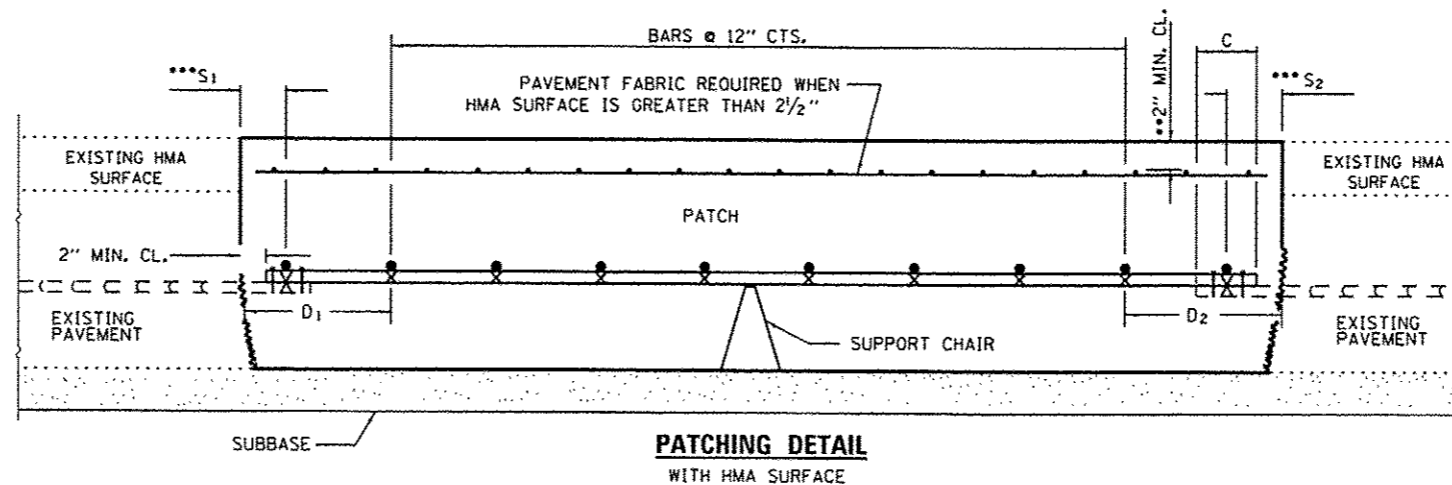


**PAVEMENT REINFORCEMENT DETAIL**



**PATCHING DETAIL  
WITHOUT HMA SURFACE**



**PATCHING DETAIL  
WITH HMA SURFACE**

- EVERY 3<sup>rd</sup> INTERSECTION MUST BE TIED.
- WHEN THE MINIMUM CLEARANCE CANNOT BE OBTAINED WITH THE TRANSVERSE REBAR ON TOP, THEN THE TRANSVERSE REBAR SHALL BE TIED TO THE BOTTOM OF THE LONGITUDINAL REBAR.
- VARIABLES: WHERE S<sub>1</sub> AND S<sub>2</sub> ARE 2 1/2" MIN. AND 12" MAX. D<sub>1</sub> = 2(S<sub>1</sub>) AND D<sub>2</sub> = 2(S<sub>2</sub>).

FILE NAME =	USER NAME = peteljs	DESIGNED - RW	REVISED -
et\pov\work\pavidot\peteljs\d0337548\0366	93-shl-deta11.dgn	DRAWN - RW	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/3/2013	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS</b>	
SCALE:	TO STA.
SHEET NO. 1 OF 1 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	D3 PATCHING 2014-8	GRUNDY	13	11
CONTRACT NO. 66D02				
[ILLINOIS] FED. AID PROJECT				