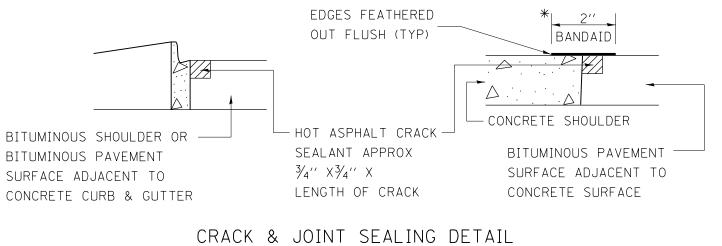
LONGITUDINAL LANE JOINT PAVEMENT/SHOULDER JOINT PAVEMENT/SHOULDER JOINT BITUMINOUS SHOULDER BITUMINOUS SHOULDER BITUMINOUS SURFACE COURSE -MULTI-LANE DIVIDED PAVEMENT PAVEMENT/CURB JOINT - PAVEMENT/SHOULDER JOINT LONGITUDINAL LANE JOINT BITUMINOUS SURFACE COURSE - BITUMINOUS SHOULDER CONCRETE CURB & GUTTER - AGGREGATE SHOULDER MULTI-LANE UNDIVIDED PAVEMENT LONGITUDINAL LANE JOINT PAVEMENT/CURB JOINT PAVEMENT/SHOULDER JOINT - AGGREGATE SHOULDER - BITUMINOUS SURFACE COURSE BITUMINOUS SHOULDER CONCRETE CURB & GUTTER TWO-LANE PAVEMENT PROPOSED TRANSVERSE CRACK ROUTING (PAVEMENT) & CRACK FILLING LOCATIONS NOT SHOWN * PROPOSED LONGITUDINAL CRACK ROUTING (PAVEMENT) & CRACK FILLING LOCATIONS GENERAL EXISTING TYPICAL SECTIONS

CRACK LEAVE SEALANT FLUSH (TYP) 2′′ BANDAID EXISTING PAVEMENT 3∕₄′′ X3⁄₄′′ X SURFACE (BITUMINOUS) \bigtriangleup · · · △ Δ \triangle FULL DEPTH CRACK ROUTED, CLEANED OR JOINT IN PCC BASE & SEALED

PRIMARY

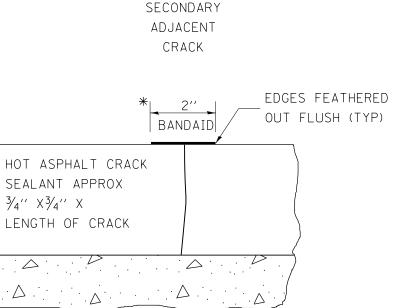
WORKING

IN ALL LOCATIONS WHERE THE LONGITUDINAL CRACK CONFLICTS WITH EXISTING PAVEMENT MARKINGS (EITHER EDGE LINE OR LANE LINE) THE CRACK SHALL BE ROUTED & THE RESULTING RESERVOIR FILLED WITH SEALANT. HOWEVER, THE 2" BANDAID SEALANT STRIP SHALL BE DELETED TO PREVENT UNNECESSARY DAMAGE TO THE EXISTING PAVEMENT MARKINGS. ALL DAMAGES TO EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR. ALL EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS SHALL BE RESTORED WITH HOT SPRAY THERMOPLASTIC PAVEMENT MARKINGS. LONGITUDINAL JOINT



FILE NAME =	USER NAME = windat	DESIGNED -	REVISED -			CRACK & JOINT SEALING DETAIL	F.A.P. RTF.	SECTION	COUNTY SHEF	AL SHEET
D123712-sht-plan-Design.dgn		DRAWN -	REVISED -	STATE OF ILLINOIS	IL 394 (THORNTON–LANSING RD. TO STEGER RD.)		332	2011-225-I	СООК 25	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION					CONTRACT NO.	. 60R90
	PLOT DATE = 2/17/2012	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT			

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CLEANED & SEALED