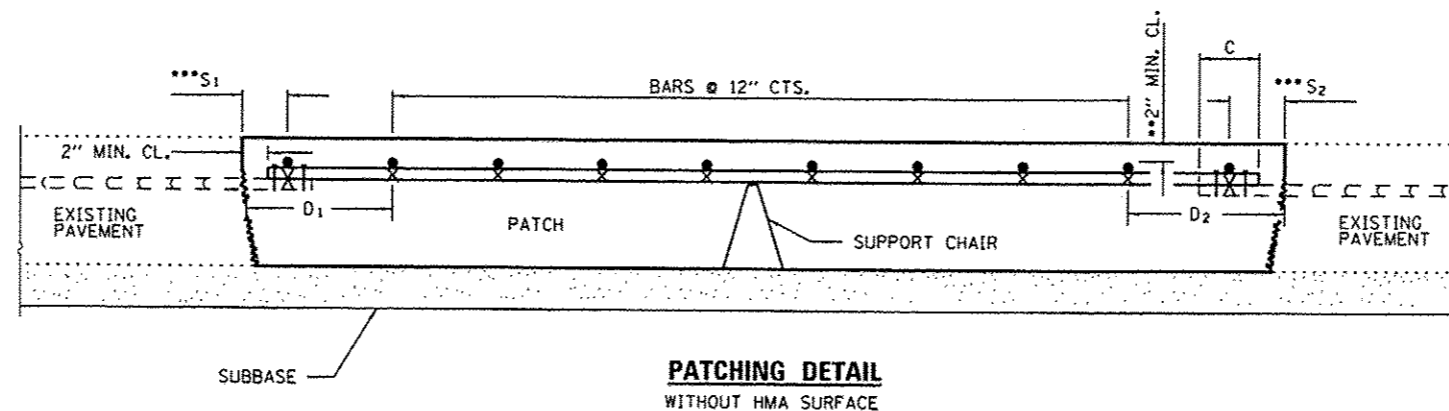
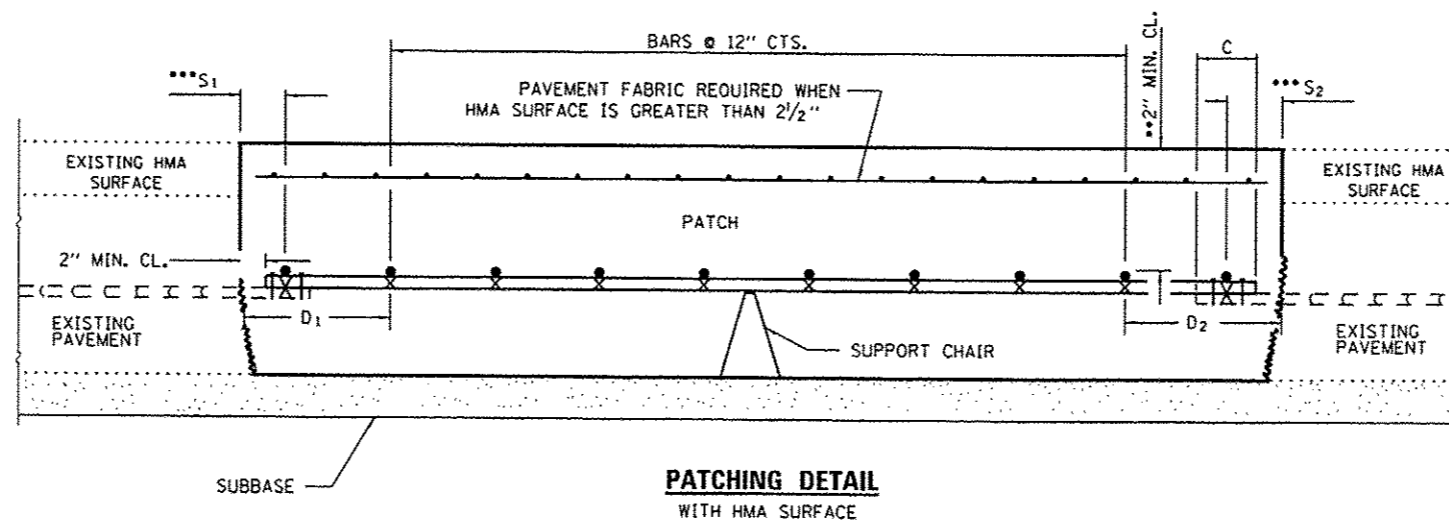


**PAVEMENT REINFORCEMENT DETAIL**



**PATCHING DETAIL  
WITHOUT HMA SURFACE**



**PATCHING DETAIL  
WITH HMA SURFACE**

- EVERY 3rd 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  $S^1$  AND  $S^2$  ARE  $2\frac{1}{2}$ " MIN. AND 12" MAX.  $D = 2(S^1)$  AND  $D = 2(S^2)$ .

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CLASS A PATCHES</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\woodshenkr1\d8338599\066C92-shd-details.dgn	woodshenkr1	DRAWN :	REVISED :			57	D3 PATCHING 2014-4	IROQUOIS	19	14	
MODELNAME:	PLT SCALE = 1/8" = 1'-0"	CHECKED :	REVISED :			CONTRACT NO. 66C92					
	PLT DATE = 3/28/2013	DATE :	REVISED :			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET 2 OF 3 SHEETS		STA.	TO STA.		