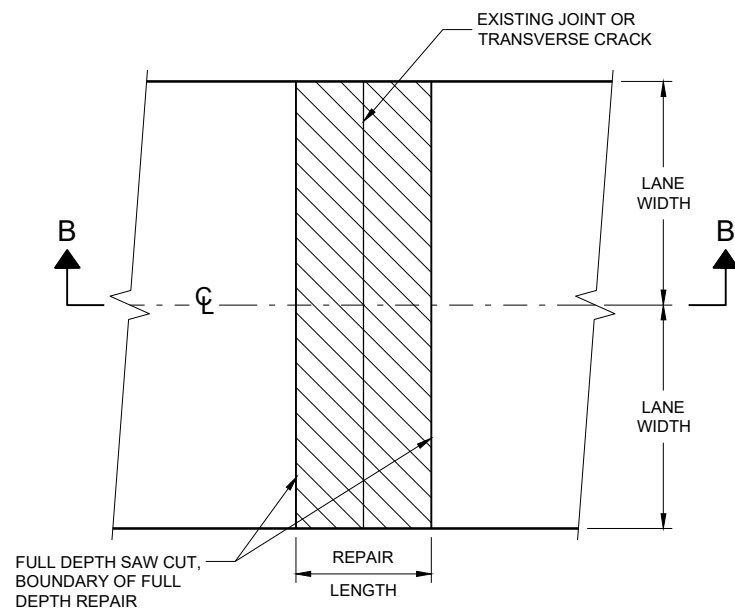
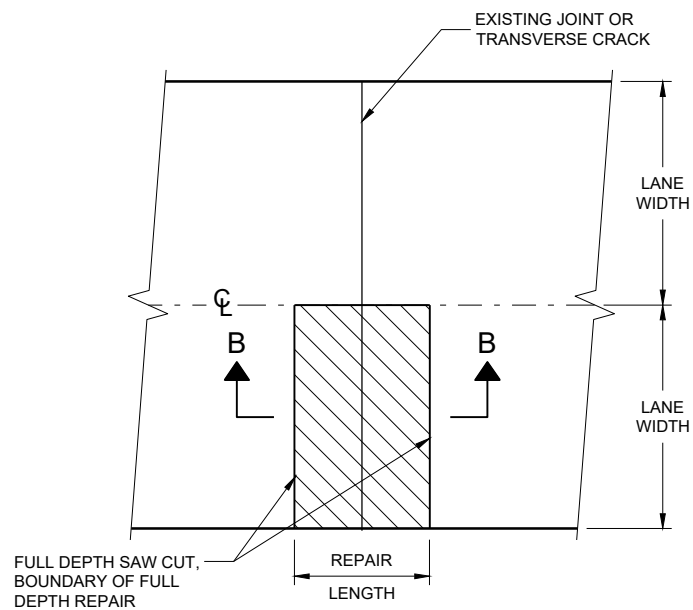


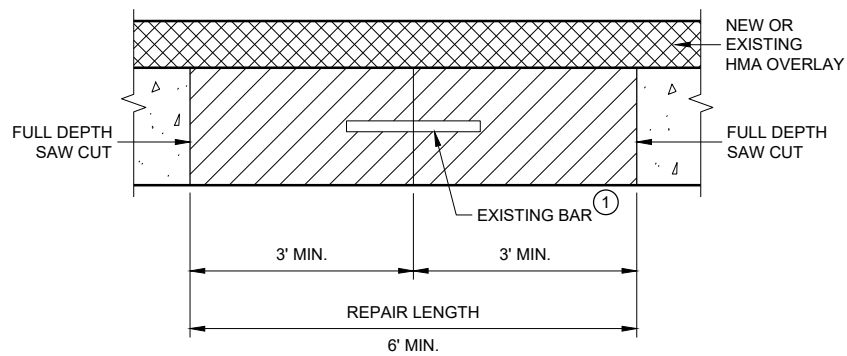


**PLAN VIEW
DOUBLE LANE REPAIR**



**PLAN VIEW
SINGLE LANE REPAIR**

FULL DEPTH CONCRETE PAVEMENT REMOVAL



**SECTION B - B
CONCRETE REMOVAL**

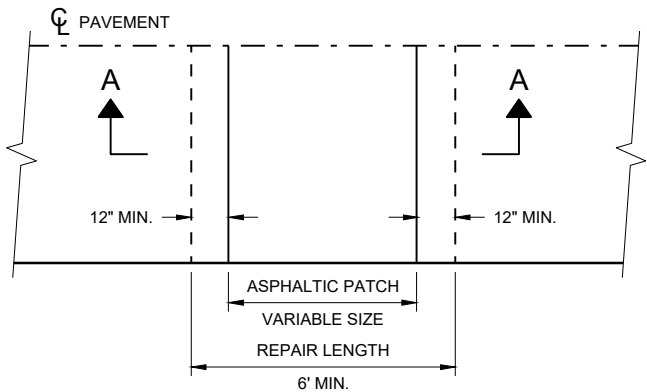
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

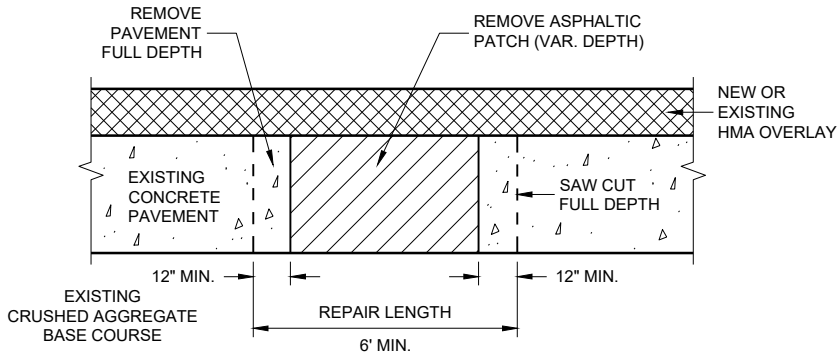
PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

① DOWEL BARS MAY NOT BE PRESENT.



PLAN VIEW

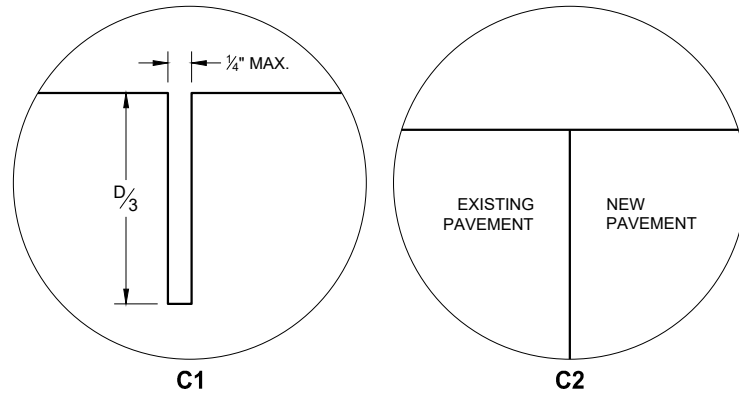


SECTION A - A

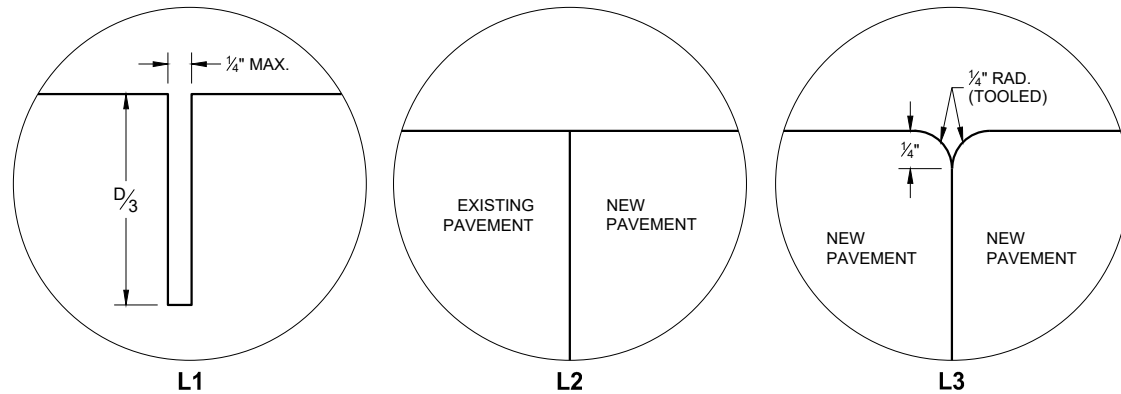
HMA PATCH REMOVAL

BASE PATCHING CONCRETE

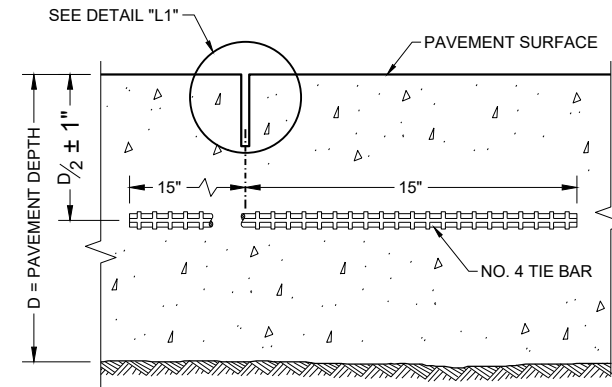
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



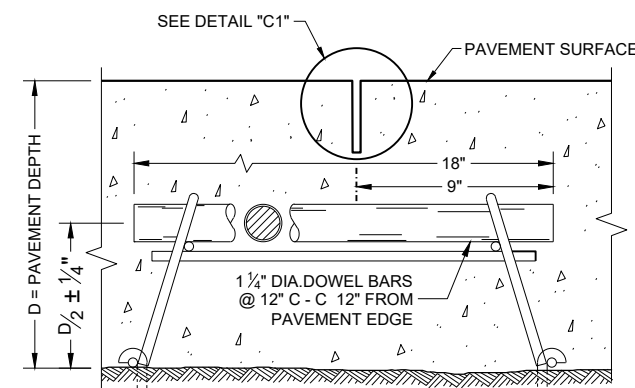
TRANSVERSE JOINTS



LONGITUDINAL JOINTS



**SECTION C - C
SAWED LONGITUDINAL JOINT**



**SECTION F - F
CONTRACTION JOINT**

GENERAL NOTES

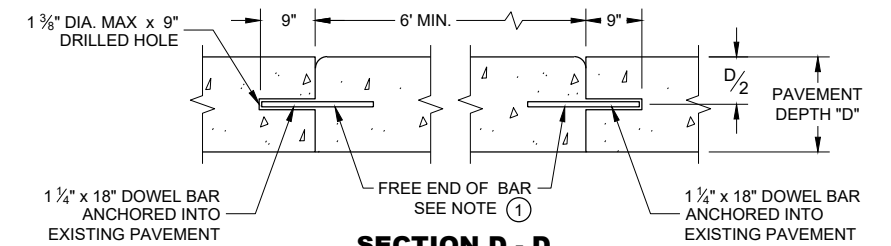
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

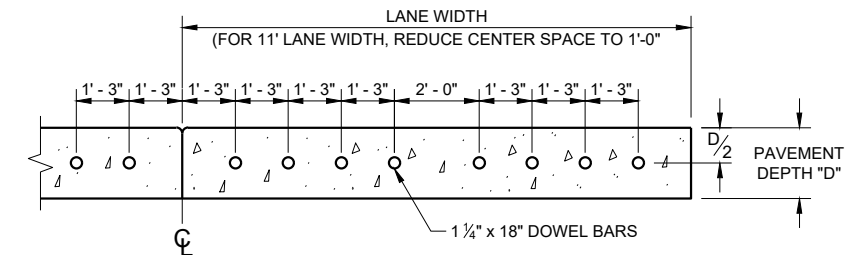
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

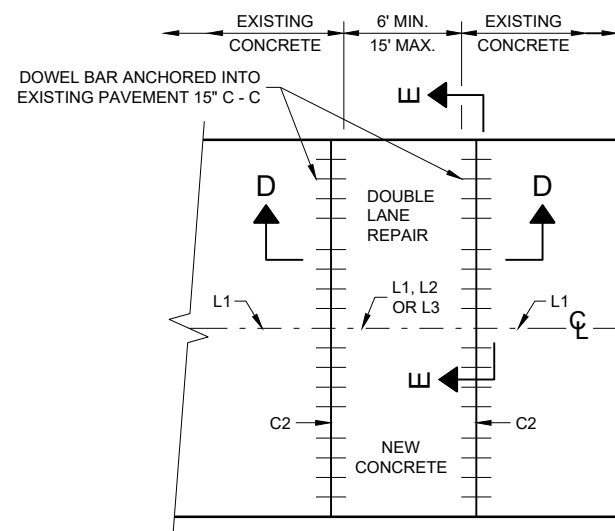
- APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



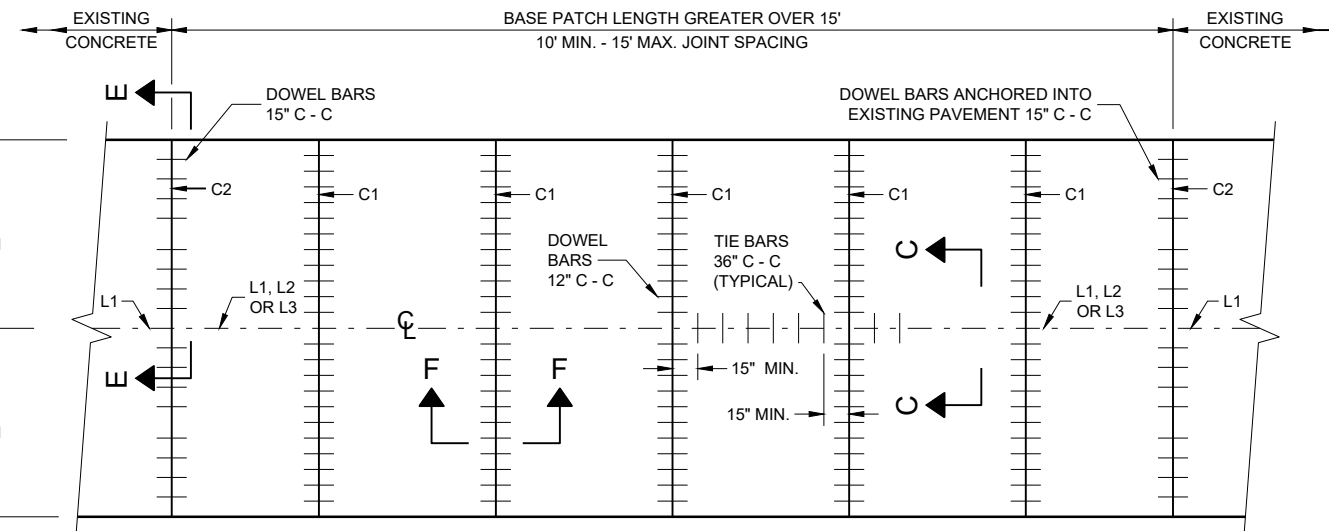
SECTION D - D



**SECTION E - E
SPACING OF DOWEL BARS
ANCHORED INTO EXISTING PAVEMENT**



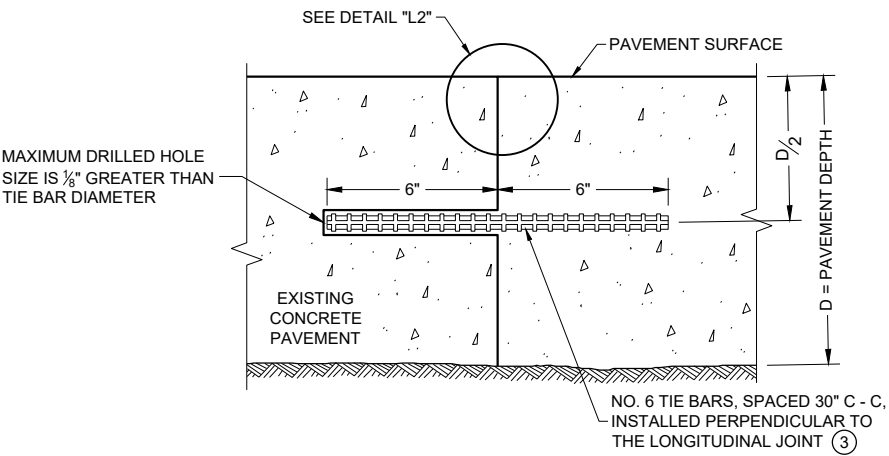
**PLAN VIEW
MULTILANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH**



**PLAN VIEW
MULTILANE CONCRETE BASE PATCH
GREATER THAN 15' IN LENGTH**

BASE PATCHING CONCRETE

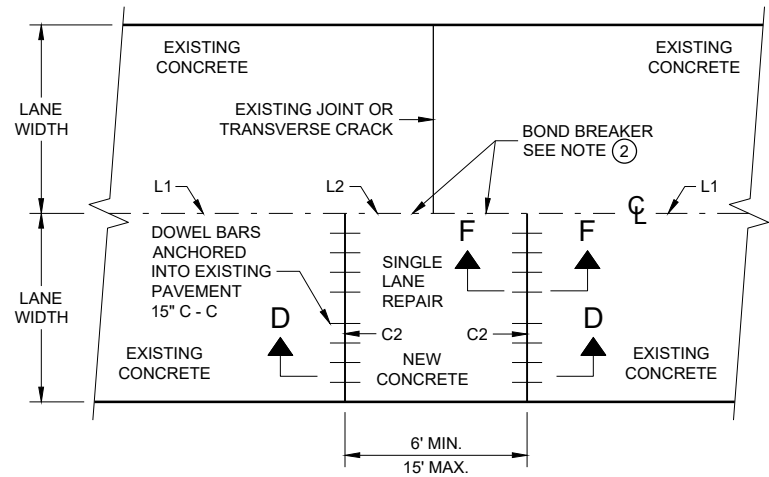
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



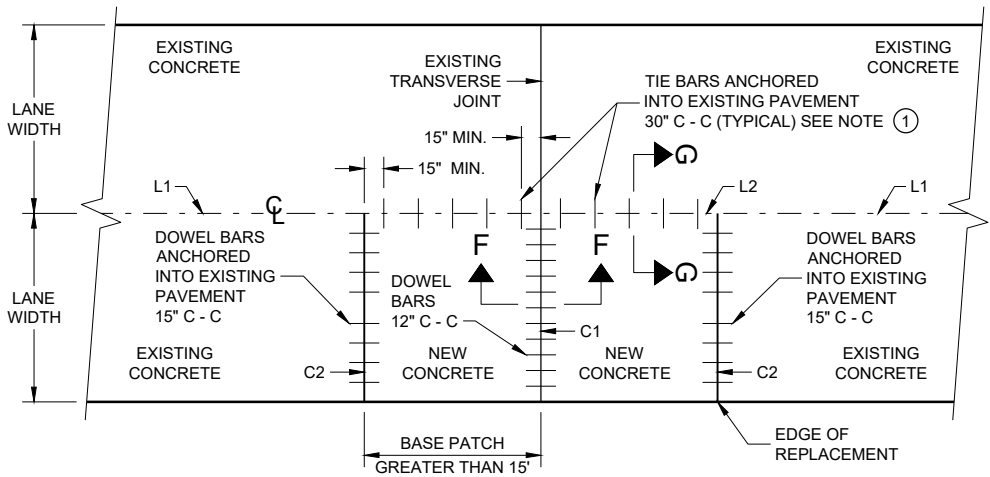
SECTION G - G
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

- ① WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
- ② USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
- ③ ANCHOR TIE BARS INTO DRILLED HOES WITH AN EPOXY.



PLAN VIEW
SINGLE LANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH



PLAN VIEW
SINGLE LANE CONCRETE BASE PATCH
GREATER THAN 15' LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR

FHWA

*Base Patching Concrete***References:**[FDM 14-25-10](#)**Bid items associated with this drawing:**

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
390.0303	Base Patching Concrete	SY
390.0403	Base Patching Concrete SHES	SY
416.0610	Drilled Tie Bars.....	EACH
416.0620	Drilled Dowel Bars.....	EACH
690.0250	Sawing Concrete.....	LF

Standard Special Provision associated with this drawing:

<u>STSP NUMBER</u>	<u>TITLE</u>
NONE	

Other SDDs associated with this drawing:

NONE

Design Notes:

Always include SDD 13C14 "a", " b" and "c" together in plan sets.

Contact Person:

Peter Kemp (608) 246-5393