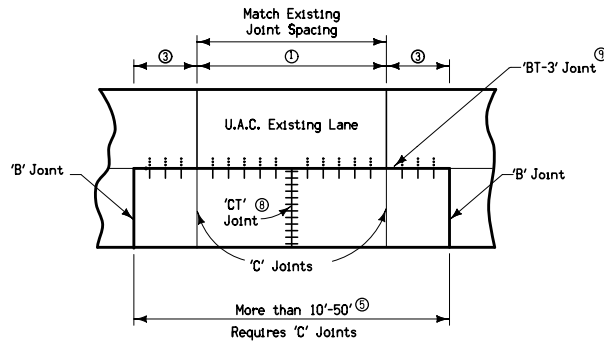
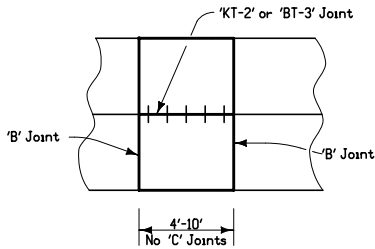


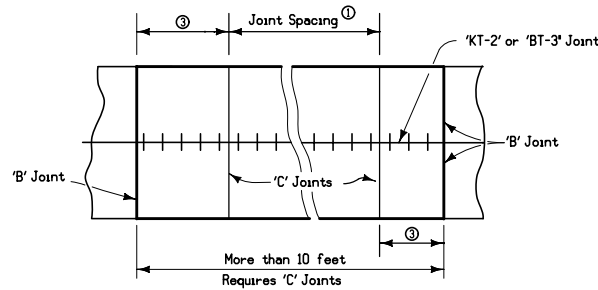
**ONE LANE WIDTH PATCH**



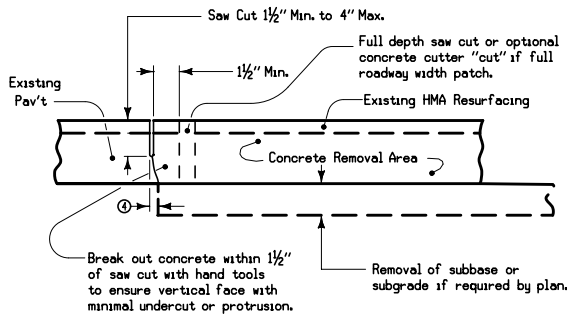
**ONE LANE WIDTH PATCH**



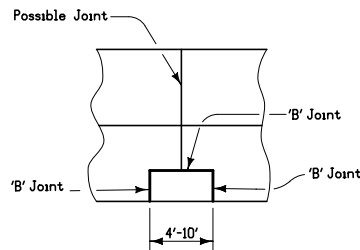
**FULL ROADWAY WIDTH PATCH**



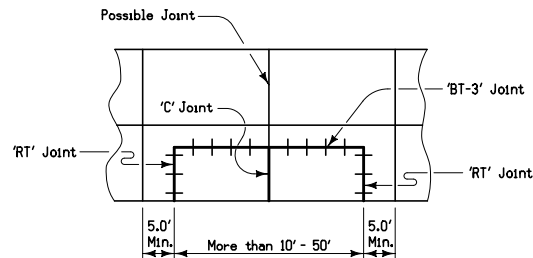
**FULL ROADWAY WIDTH PATCH**



**PAVEMENT REMOVAL DETAILS**



**PARTIAL LANE WIDTH PATCH**



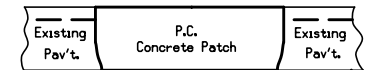
**PARTIAL LANE WIDTH PATCH**

If damage occurs outside of patch locations due to removal operations, the contractor shall be responsible for the cost of the repairs.

See PV-1 for joint details.

All patches shall be rectangular even when existing pavement joints are skewed.

- ① Joint spacing 10 ft. minimum, 20 ft. maximum, 15 ft. optimum.
- ③ New 'C' Joint must be a minimum 5 ft. from the patch.
- ④ The face of the patch should be near vertical. Protrusions less than 2 inches need not be removed if uniformly tapered from bottom of saw cut to bottom of patch. A step or ledge on this face is not allowed.
- ⑤ If one lane patch exceed 50 ft., both lanes should be considered for patching.
- ⑧ Full Panel patches shall have a new joint established at approximate mid panel. This joint does not need to align with any existing joint or crack in adjacent pavement.
- ⑨ When the end of the patch does not match an existing pavement joint or crack in the adjacent lane, the longitudinal joint between the end of the patch and the next transverse joint shall be a 'B' joint.



**SECTION THRU  
NON-COMPOSITE PATCH**

 Iowa Department of Transportation	REVISION 3 04-20-10
	<b>RR-3</b>
	SHEET 1 of 1
REVISIONS: Updated references to renamed standards. Removed circle notes 2, 6, & 7.	
 APPROVED BY DESIGN METHODS ENGINEER	
<b>FULL DEPTH PCC PATCH WITHOUT DOWELS (EXISTING COMPOSITE PAVEMENT)</b>	