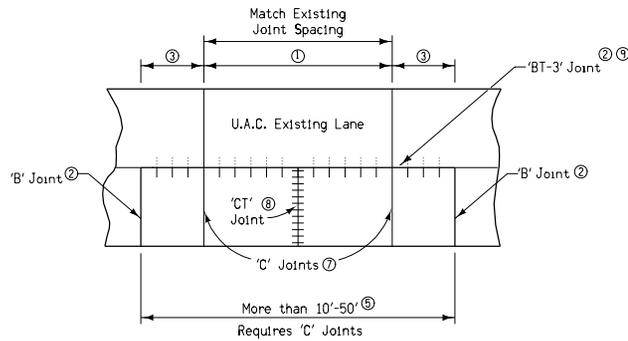
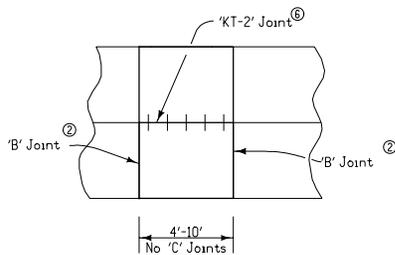


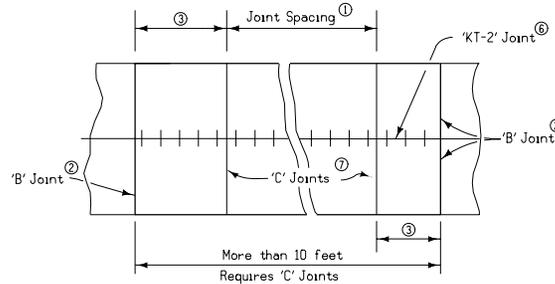
ONE LANE WIDTH PATCH



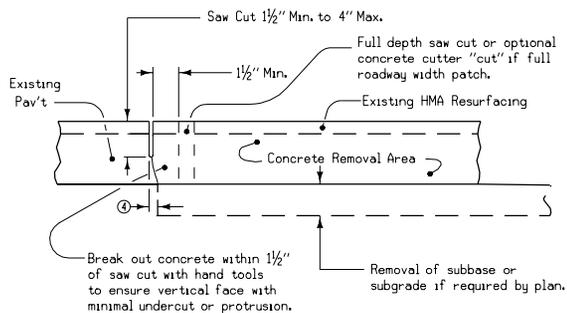
ONE LANE WIDTH PATCH



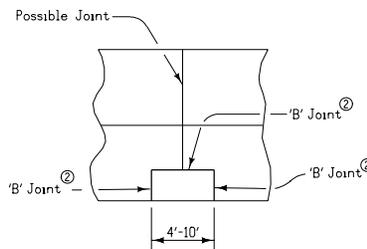
FULL ROADWAY WIDTH PATCH



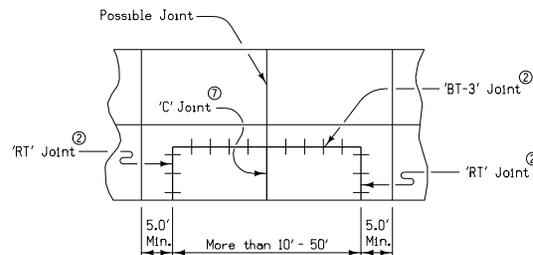
FULL ROADWAY WIDTH PATCH



PAVEMENT REMOVAL DETAILS



PARTIAL ROADWAY WIDTH PATCH



PARTIAL ROADWAY WIDTH PATCH

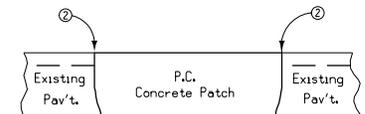
GENERAL NOTES:

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

Refer to Standard Road Plans RH-50 and RH-51 for details of joint construction.

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

- ① Joint spacing 10 ft. minimum, 20 ft. maximum, 15 ft. optimum.
- ② The joint shall not be sawed or sealed.
- 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.
- ⑥ The joint is to be sawed but not sealed.
- ⑦ The joint is to be sawed and sealed.
- 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 Highway Division	
<b>STANDARD ROAD PLAN</b>	<b>RR-3</b>
REVISION: Revised title.	REVISION NO. 1
<i>William J. Allen</i> APPROVED BY DESIGN/METHODS ENGINEER	REVISION DATE 10-29-02
<b>FULL DEPTH P.C. CONCRETE PATCH WITHOUT DOWELS (EXISTING COMPOSITE PAVEMENT)</b>	