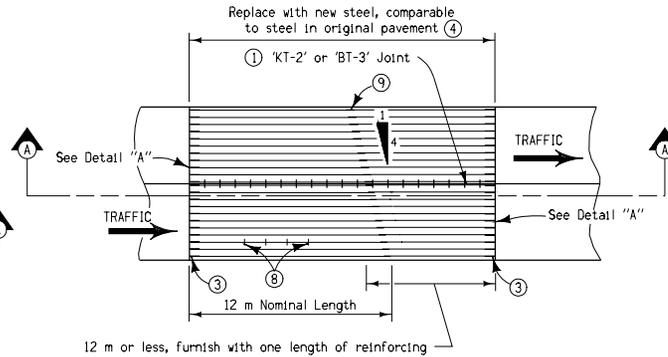
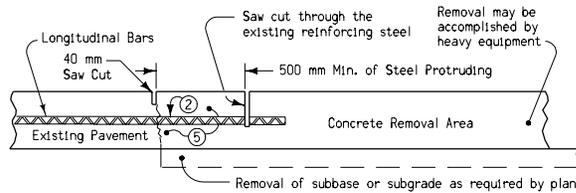


ONE LANE WIDTH PATCH

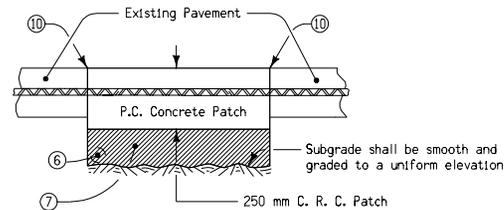


FULL ROADWAY WIDTH PATCH

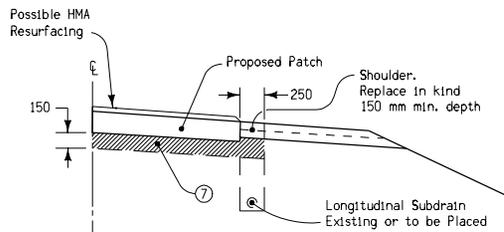
- (1) If patch is over 3 meters in length, replace tie bars. Refer to Standard Road Plan RH-51 for joint details.
- (2) Reasonable care shall be taken to preserve the 500 millimeter length of longitudinal steel when removing concrete.
- (3) 450 millimeter minimum lap between existing and new reinforcing bars; 2 wire ties per lap.
- (4) Minimum length of patch 2.4 meters.
- (5) Pavement area shall be broken and removed to ensure vertical face with minimal undercut or protrusion.
- (6) If longitudinal subdrain (shoulder) is not to be placed or if not present on side of roadway to be patched, then place 75 millimeter slotted corrugated pipe at low end of patch.
- (7) 150 millimeter granular subbase if required by plan. When placed, granular subbase should extend over longitudinal subdrain, if present.
- (8) Longitudinal bars shall be placed at approximately midpoint of the slab and supported at approximately 1.2 meter intervals.
- (9) Lap bars 25 diameters of steel or 600 millimeters minimum for mesh; patches 2.4 to 12 meters, no immediate lap joint; over 12 meters length, lap joint as required to not exceed 12 meter spacing.
- (10) If resurfacing is part of the contract, the joint shall not be sawed after patching nor be sealed. If resurfacing is not a part of the contract, then saw and seal according to Standard Road Plan RH-50 Detail "B".



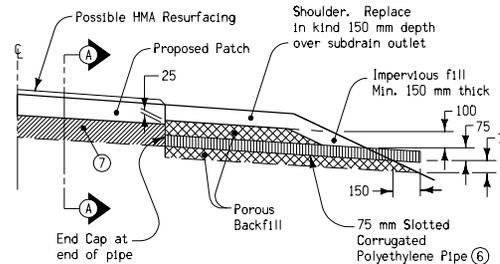
DETAIL "A"  
PAVEMENT REMOVAL DETAILS  
LONGITUDINAL SECTION



SECTION A-A



GRANULAR SUBBASE AND SUBDRAIN  
( WHEN REQUIRED BY PLAN )  
IF LONGITUDINAL SUBDRAIN IS PRESENT OR IS TO BE PLACED



GRANULAR SUBBASE AND SUBDRAIN  
( WHEN REQUIRED BY PLAN )  
WITHOUT LONGITUDINAL SUBDRAIN

All dimensions given in millimeters unless noted.

<b>M</b> <b>METRIC VERSION</b>	<p>Iowa Department of Transportation</p>	REVISION	
		1   10-17-06	
	<b>STANDARD ROAD PLAN</b>		<b>RR-17</b>
	REVISIONS: Added 'BT-3' joints to full roadway width patch longitudinal joints.		SHEET 1 of 1
<i>Deanna Mayhugh</i> APPROVED BY DESIGN METHODS ENGINEER			
<b>FULL DEPTH PATCH CONTINUOUS REINFORCED P.C. CONCRETE PAVEMENT</b>			