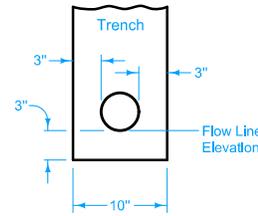
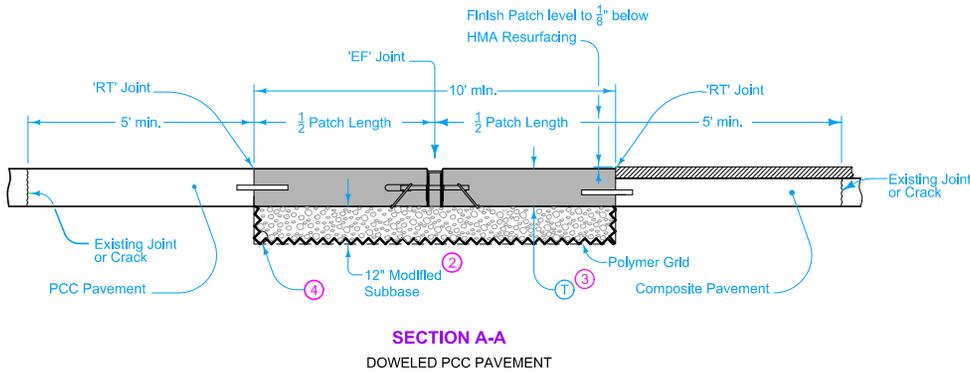


Pavement Rehabilitation

PR

Pavement Rehabilitation

| NO. | DATE | TITLE |
|--------|----------|---|
| PR-101 | 04-21-15 | Full Depth Patch with 'EF' Joint in PCC |
| PR-102 | 04-21-20 | Full Depth PCC Patch without Dowels |
| PR-103 | 04-21-20 | Full Depth PCC Patch with Dowels |
| PR-104 | 10-21-14 | Full Depth Patch continuous Reinforced PCC Pavement |
| PR-105 | 04-21-20 | Full Depth Ramp PCC Patch with Dowels |
| PR-107 | 10-16-18 | Partial Depth PCC Finish Patches |
| PR-110 | 10-21-14 | PCC Crack and Joint Cleaning and Filling |
| PR-120 | 04-21-20 | Double Reinforced Pavement Over Box Culverts |
| PR-121 | 04-21-20 | Reinforced Concrete Panel at Box Culvert |
| PR-140 | 04-21-15 | Subbase Patches |
| PR-201 | 10-21-14 | Runouts for Resurfacing |
| PR-202 | 10-21-14 | Notches for Resurfacing (with or without Runout) |



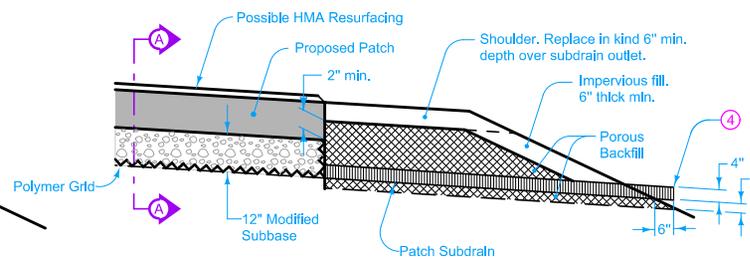
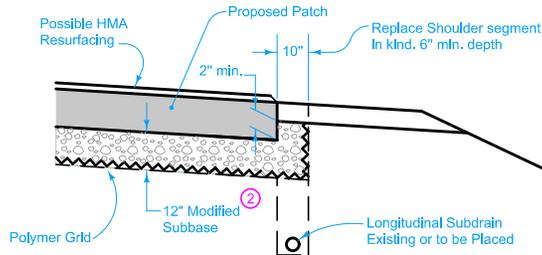
Place Full Depth Patch with 'EF' Joint after the final lift of asphalt has been placed. Porous Backfill and Subdrain may be placed prior to construction of resurfacing of shoulders.

Place Full Depth Patch according to Full Depth Patch specifications and Standard Road Plan PR-103, except as noted on this sheet.

Place Full Depth Patch and 'EF' Joint full width of the roadway. If roadway has PCC shoulders, extend 'CF' joint across shoulder. Cost of placing 'CF' joint is incidental to 'EF' joint.

See PV-101 for joint and bar placement details.

- ① Break out concrete within 1 1/2" of saw cut with hand tools to ensure near vertical face with minimal undercut or protrusion. No need to remove protrusions smaller than 2 inches if uniformly tapered from bottom of saw cut to bottom of pavement. A step or ledge on this face will not be allowed.
- ② 12 inches Modified Subbase is required under Full Depth Patch with 'EF' Joint. Extend Modified Subbase over longitudinal subdrain, if present.
- ③ Unless noted otherwise in the plans, depth of patch, T, is 12 inches regardless of existing pavement thickness.
- ④ If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place Patch Subdrain at low end(s) of patch.



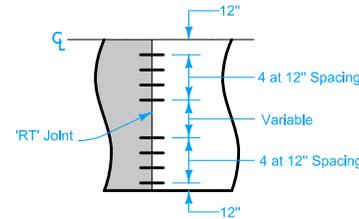
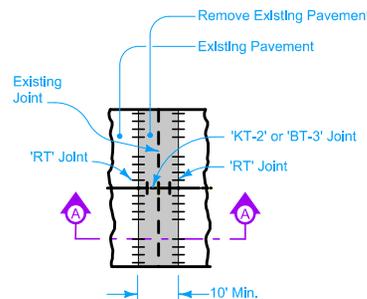
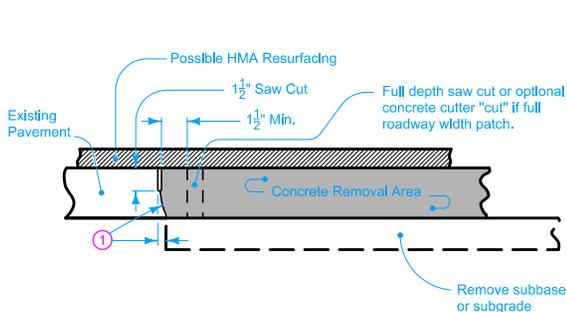
MODIFIED SUBBASE AND SUBDRAIN
IF LONGITUDINAL SUBDRAIN IS PRESENT OR IS TO BE PLACED

MODIFIED SUBBASE AND SUBDRAIN
WITHOUT LONGITUDINAL SUBDRAIN

Possible Contract Items:

- Joint Assembly, EF
- Patches, Full-Depth Repair
- Patches by Count (Repair)
- Patches, Full-Depth Finish, by Count
- Patches, Full-Depth Finish, by Area
- Patches, Full-Depth Finish, by Area (50 feet or greater in length)
- Patch Subdrain
- Subbase Patch with EF Joint

Possible Tabulation:
102-6C



PAVEMENT REMOVAL DETAILS

FULL ROADWAY WIDTH PATCH

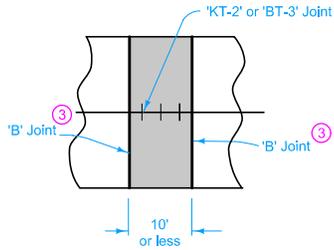
TYPICAL HALF PLAN

| | | |
|---------------------------|----------|---------------|
| IOWA DOT | REVISION | |
| | 1 | 04-21-15 |
| STANDARD ROAD PLAN | | PR-101 |
| | | SHEET 1 of 1 |

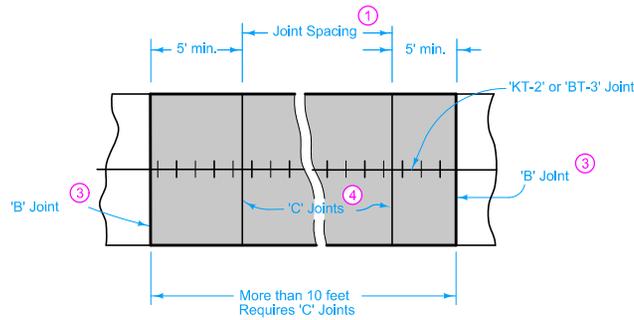
REVISIONS: Removed references to rodent guards.

Brian Smith
APPROVED BY DESIGN METHODS ENGINEER

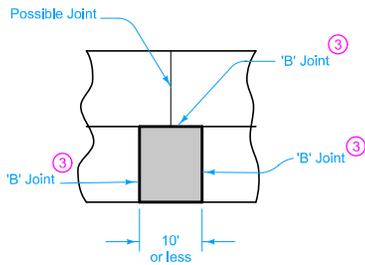
**FULL DEPTH PATCH
WITH 'EF' JOINT IN PCC**



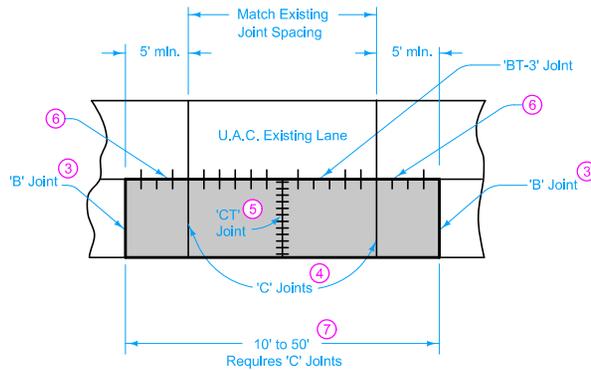
FULL ROADWAY WIDTH PATCH



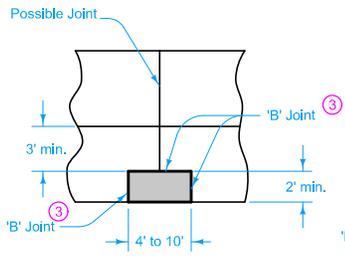
FULL ROADWAY WIDTH PATCH



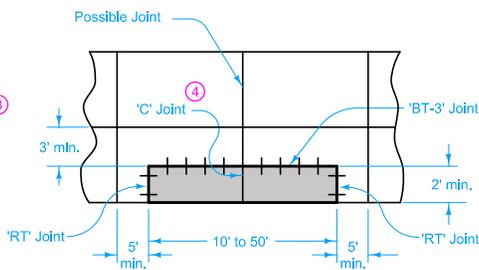
ONE LANE WIDTH PATCH



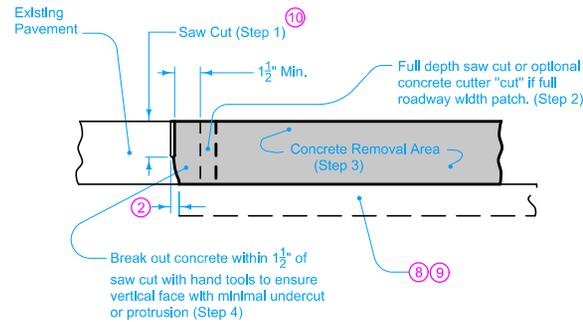
ONE LANE WIDTH PATCH



PARTIAL LANE WIDTH PATCH



PARTIAL LANE WIDTH PATCH



PAVEMENT REMOVAL

See **PV-101** for joint and bar placement details.

Construct rectangular patches even when existing pavement joints are skewed.

- ① Joint spacing 10 feet minimum, 17 feet maximum, 15 feet optimum.
- ② 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 will not be allowed.
- ③ If resurfacing is part of the contract, do not saw or seal joint after patching. If patch is not to be resurfaced, then saw and seal according to **PV-101**.
- ④ If resurfacing is part of the contract, saw 'C' joints, but do not seal. If the patch is not to be resurfaced, then saw and seal according to **PV-101**.
- ⑤ Establish a new joint at approximate mid patch. This joint does not need to align with any existing joint or crack in adjacent pavement.
- ⑥ 'B' joint if end of patch does not match an existing joint or crack in the adjacent lane.
- ⑦ If one lane patch exceeds 50 feet, both lanes should be considered for patching.
- ⑧ Possible Subbase Patch, see **PR-140**.
- ⑨ If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place drain per **PR-140**.
- ⑩ Saw cut through overlay so that cut is 1½ Inches Into original pavement.

Possible Contract Items:

- CT Joint
- Patches, Full-Depth Repair
- Patches by Count (Repair)
- Patches, Full-Depth Finish, by Count
- Patches, Full-Depth Finish, by Area
- Patches, Full-Depth Finish, by Area (50 feet or greater in length)

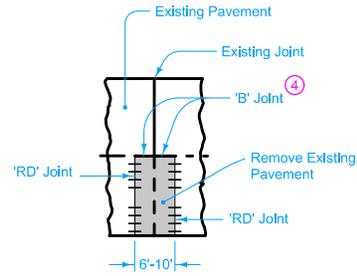
Possible Tabulation:
102-6C

| | |
|---------------------------|---------------|
| IOWA DOT | REVISION |
| | 3 04-21-20 |
| STANDARD ROAD PLAN | PR-102 |
| SHEET 1 of 1 | |

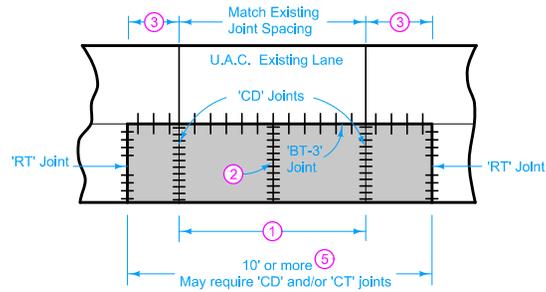
REVISIONS: Removed INTERIM from the standard.

Handwritten Signature
APPROVED BY DESIGN METHODS ENGINEER

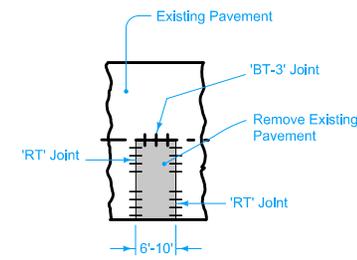
**FULL DEPTH PCC PATCH
WITHOUT DOWELS**



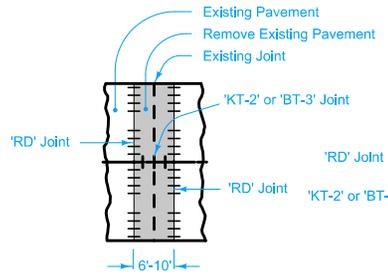
ONE LANE WIDTH PATCH



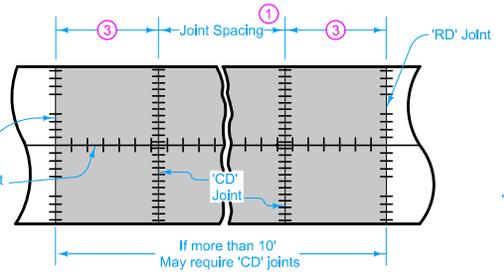
ONE LANE WIDTH PATCH



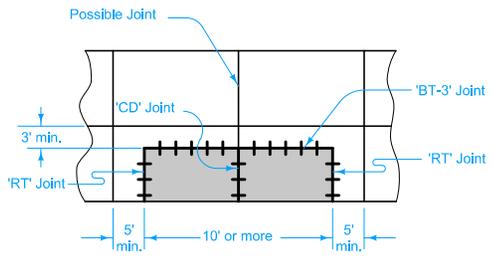
ONE LANE PATCH (NO OPPOSING JOINT)



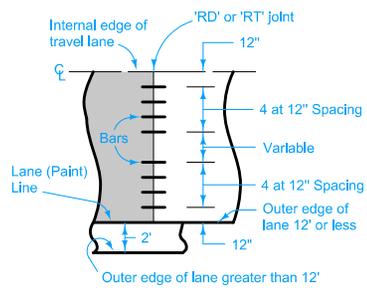
FULL ROADWAY WIDTH PATCH



FULL ROADWAY WIDTH PATCH

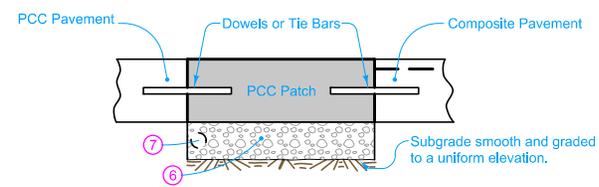


PARTIAL LANE WIDTH PATCH

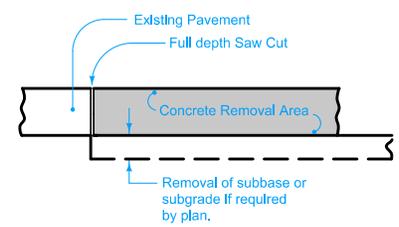


DETAIL FOR 'RT' OR 'RD' JOINT BAR SPACING

TYPICAL HALF PLAN
For interior lanes, place first bar 12" from edge of lane (slab).



LONGITUDINAL SECTION THRU PATCH



PAVEMENT REMOVAL DETAILS

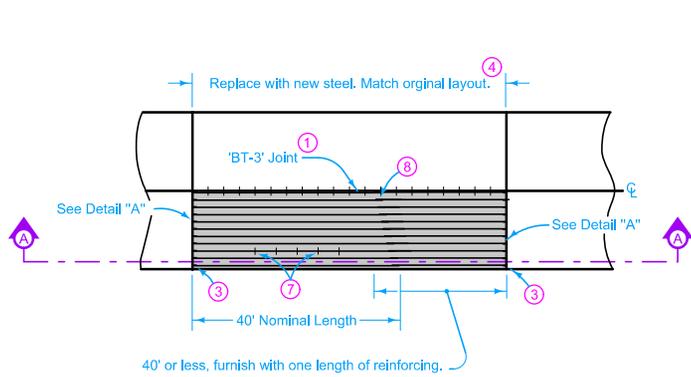
| BAR SIZE TABLE | | | |
|---------------------------------|--------------|-----------|---------------|
| Existing PCC Pavement Thickness | Less than 8" | 8" to 10" | More than 10" |
| DOWEL SIZE | 3/4" | 1 1/4" | 1 1/2" |
| TIE BAR SIZE | #6 | #10 | #11 |

- See **PV-101** for joint and bar placement details.
- Construct rectangular patches even when existing pavement joints are skewed.
- Joint spacing 10 feet minimum, 17 feet maximum, 15 feet optimum.
 - If there is no existing joint or crack in the adjacent pavement, place a 'CT' joint. If there is an existing joint or crack in the adjacent pavement, place a 'CD' joint at the same transverse location. Saw but do not seal 'CT' joints.
 - New 'CD' joint must be a minimum 5 feet from the patch end.
 - Do not saw or seal the joint. Place 1/2 inch preformed joint material between patch and concrete in adjacent lane.
 - If one lane patch exceeds 50 feet, both lanes should be considered for patching.
 - Possible Subbase Patch, see **PR-140**.
 - If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place drain per **PR-140**.

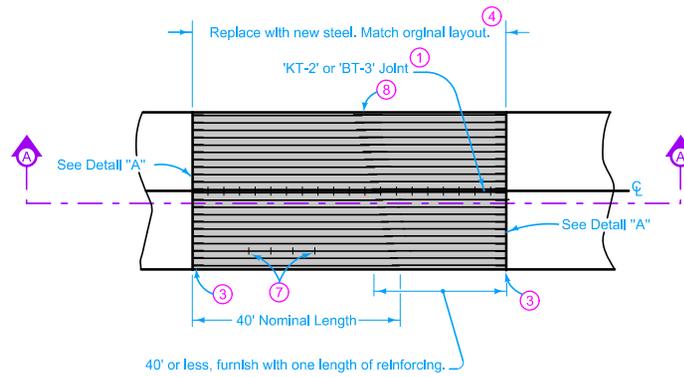
- Possible Contract Items:
 CD Joint Assembly
 CT Joint
 Patches by Count (Repair)
 Patches, Full-Depth Finish, by Area
 Patches, Full-Depth Finish, by Count
 Patches, Full-Depth Finish, by Area (50 feet in length or greater)
 Patches, Full-Depth Repair

Possible Tabulation:
102-6C

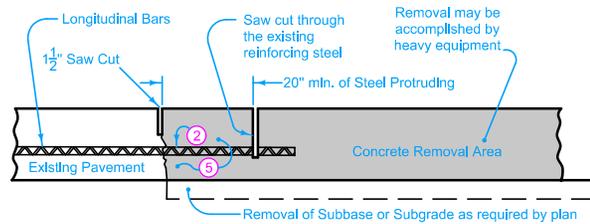
| | |
|---|---------------|
| | REVISION |
| | 2 04-21-20 |
| | PR-103 |
| SHEET 1 of 1 | |
| REVISIONS: Removed INTERIM from the standard. | |
| | |
| APPROVED BY DESIGN METHODS ENGINEER | |
| FULL DEPTH PCC PATCH WITH DOWELS | |



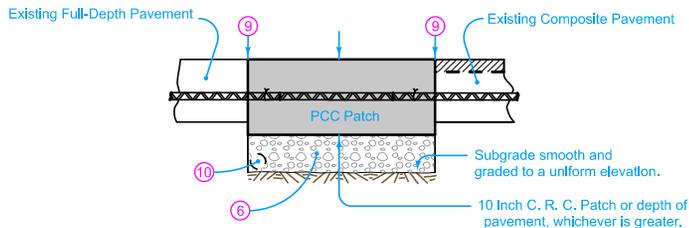
ONE LANE WIDTH PATCH



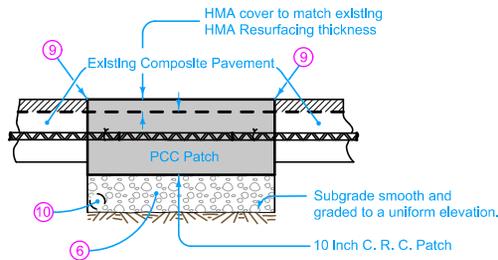
FULL ROADWAY WIDTH PATCH



DETAIL "A"
PAVEMENT REMOVAL DETAILS LONGITUDINAL SECTION



SECTION A-A
PCC ONLY PATCH OPTION



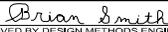
SECTION A-A
COMPOSITE PATCH OPTION

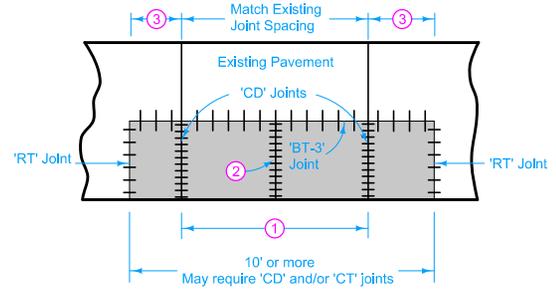
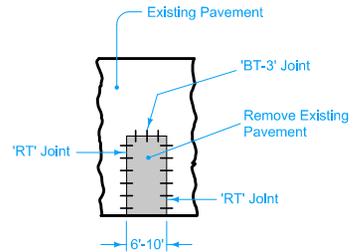
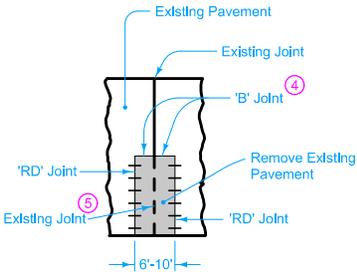
- ① If patch is over 10 feet in length, replace tie bars. See [PV-101](#) for joint details.
- ② Exercise care to preserve the 20 inch length of longitudinal steel when removing concrete.
- ③ 18 inch minimum lap between existing and new reinforcing bars 2 wire ties per lap.
- ④ Minimum length of patch is 8 feet.
- ⑤ Break and remove pavement area to ensure vertical face with minimal undercut or protrusion.
- ⑥ Possible Subdrain Patch, see [PR-140](#).
- ⑦ Place longitudinal bars at approximately midpoint of the slab and support at approximately 4 foot intervals.
- ⑧ Lap bars 25 diameters of steel or 24 inch minimum for mesh. For patches 8 feet to 40 feet, no intermediate lap joint required. For patches over 40 feet in length, lap joint as required to not exceed 40 feet spacing.
- ⑨ Do not saw or seal the joint after patch is placed.
- ⑩ If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place drain per [PR-140](#).

Possible Contract Items:

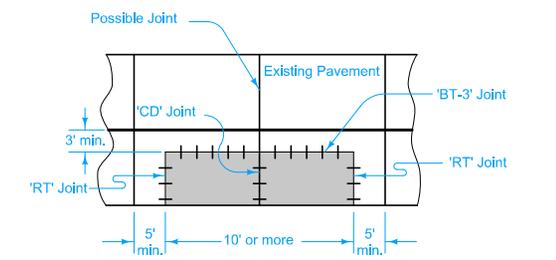
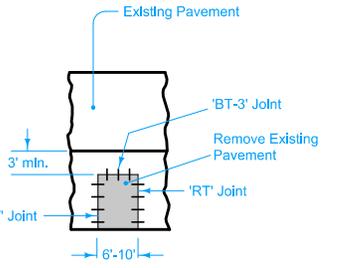
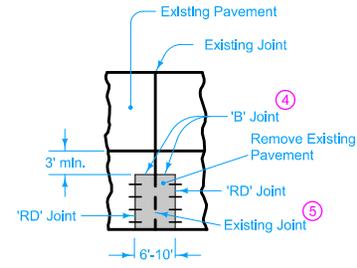
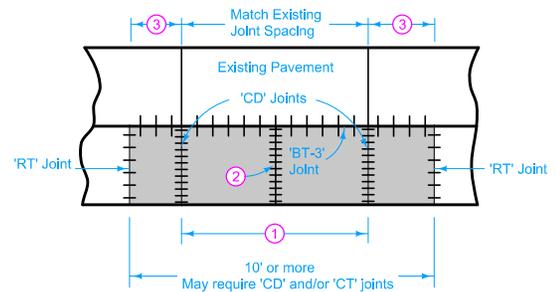
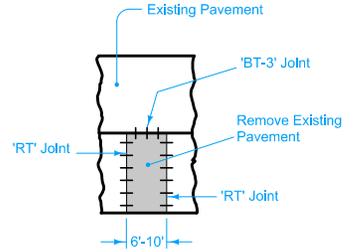
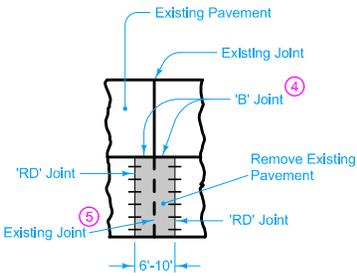
- Patches by Count (Repair)
- Patches, Full-Depth Finish, by Count
- Patches, Full-Depth Repair
- Patches, Full-Depth Finish, by Area
- Patches, Full-Depth Finish, by Area (50 feet or greater in length)

Possible Tabulation:
102-6C

| | | |
|--|---------------|----------|
| IOWA DOT | REVISION | |
| | New | 10-21-14 |
| STANDARD ROAD PLAN | PR-104 | |
| SHEET 1 of 1 | | |
| REVISIONS: New. Replaces RR-18. | | |
|  APPROVED BY DESIGN METHODS ENGINEER | | |
| FULL DEPTH PATCH CONTINUOUS REINFORCED PCC PAVEMENT | | |



**PARTIAL RAMP WIDTH PATCHES
(NO EXISTING LONGITUDINAL JOINT)**



**PARTIAL RAMP WIDTH PATCHES
(EXISTING LONGITUDINAL JOINT)**

See PV-101 for joint and bar placement details.

- ① Joint spacing 10 feet minimum, 17 feet maximum, 15 feet optimum.
- ② If there is no existing joint or crack in the adjacent pavement, place a 'CT' joint. If there is an existing joint or crack in the adjacent pavement, place a 'CD' joint at the same transverse location. Saw but do not seal 'CT' joints.
- ③ New 'CD' joint must be a minimum 5 feet from the patch end.
- ④ Do not saw or seal the joint. Place 1/2 inch preformed joint material between patch and concrete in adjacent lane.
- ⑤ Do not saw a new joint.

Possible Contract Items:
 CD Joint Assembly
 CT Joint
 Patches by Count (Repair)
 Patches, Full-Depth Finish, by Area
 Patches, Full-Depth Finish, by Count
 Patches, Full-Depth Finish, by Area (50 feet in length or greater)
 Patches, Full-Depth Repair

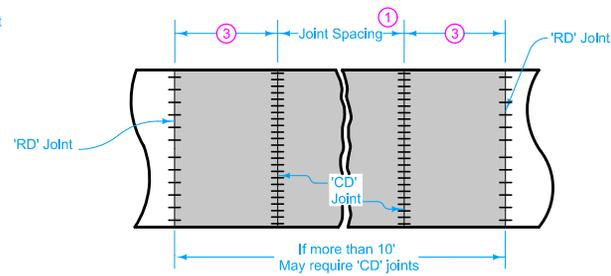
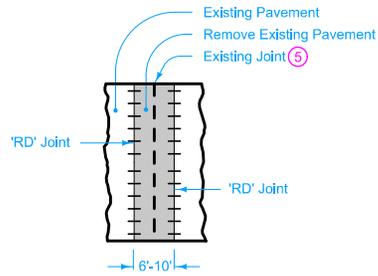
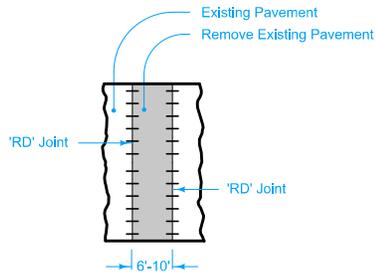
Possible Tabulation:
 102-6C

| | | |
|---------------------------|----------|---------------|
| IOWA DOT | REVISION | |
| | 2 | 04-21-20 |
| STANDARD ROAD PLAN | | PR-105 |
| | | SHEET 1 of 3 |

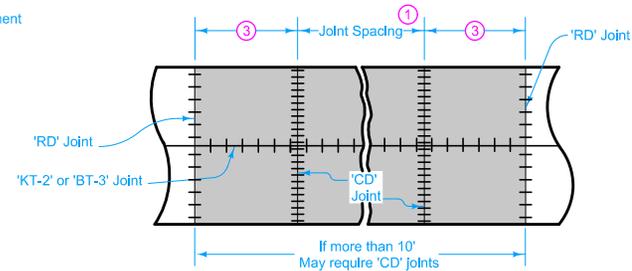
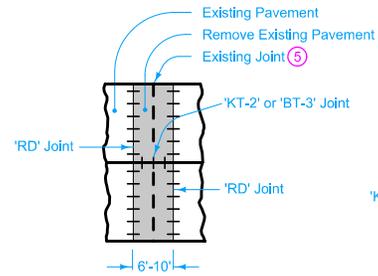
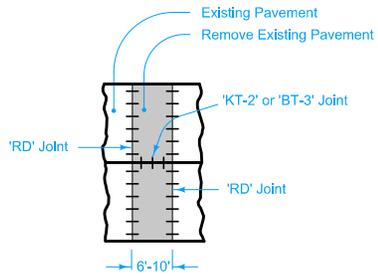
REVISIONS: Removed INTERIM from the standard.

Handwritten Signature
 APPROVED BY DESIGN METHODS ENGINEER

**FULL DEPTH RAMP PCC PATCH
WITH DOWELS**



**FULL RAMP WIDTH PATCHES
(NO EXISTING LONGITUDINAL JOINT)**



**FULL RAMP WIDTH PATCHES
(EXISTING LONGITUDINAL JOINT)**

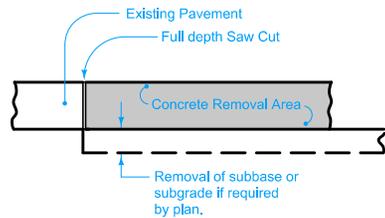
- ① Joint spacing 10 feet minimum, 20 feet maximum, 15 feet optimum.
- ③ New 'CD' joint must be a minimum 5 feet from the patch end.
- ⑤ Do not saw a new joint.

| | | |
|---------------------------|----------|---------------|
| IOWA DOT | REVISION | |
| | 2 | 04-21-20 |
| STANDARD ROAD PLAN | | PR-105 |
| | | SHEET 2 of 3 |

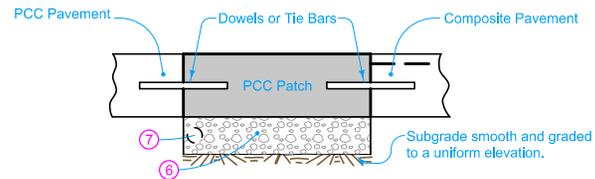
REVISIONS: Removed INTERIM from the standard.

Handwritten Signature
APPROVED BY DESIGN METHODS ENGINEER

**FULL DEPTH RAMP PCC PATCH
WITH DOWELS**

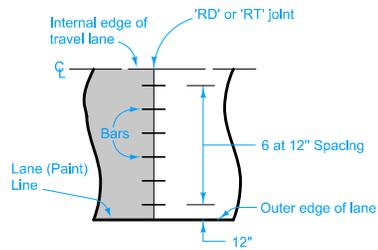


PAVEMENT REMOVAL DETAILS



LONGITUDINAL SECTION THRU PATCH

- ⑥ Possible Subbase Patch, see PR-140.
- ⑦ If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place drain per PR-140.



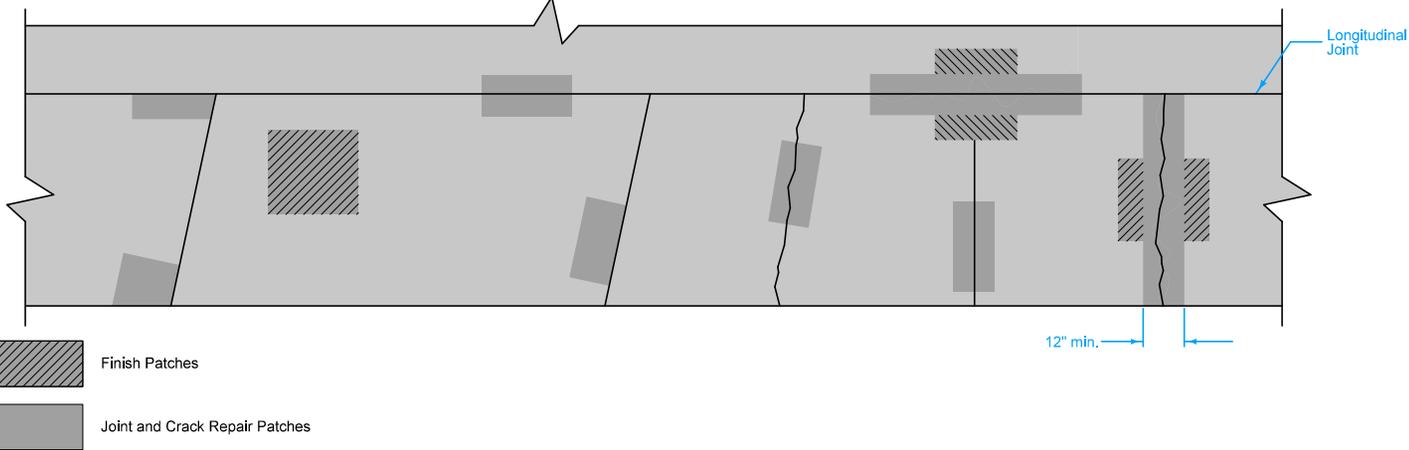
DETAIL FOR 'RT' OR 'RD'
JOINT BAR SPACING
TYPICAL HALF PLAN

| BAR SIZE TABLE | | | |
|---------------------------------|--------------|-----------|---------------|
| Existing PCC Pavement Thickness | Less than 8" | 8" to 10" | More than 10" |
| DOWEL SIZE | 3" 4 | 1 1/4" | 1 1/2" |
| TIE BAR SIZE | #6 | #10 | #11 |

| | | |
|--|---------------|----------|
| | REVISION | |
| | 2 | 04-21-20 |
| STANDARD ROAD PLAN | PR-105 | |
| | SHEET 3 of 3 | |
| <small>REVISIONS: Removed INTERIM from the standard.</small> | | |
| <small>APPROVED BY DESIGN METHODS ENGINEER</small> | | |

**FULL DEPTH RAMP PCC PATCH
WITH DOWELS**

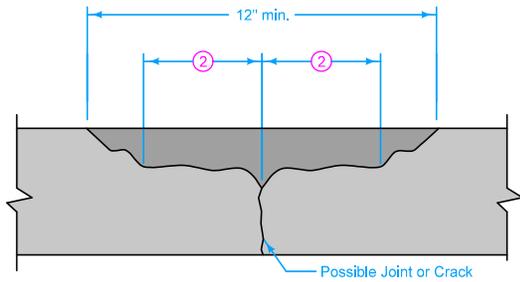
POSSIBLE PATCH LOCATIONS



See **PV-101** for jointing.

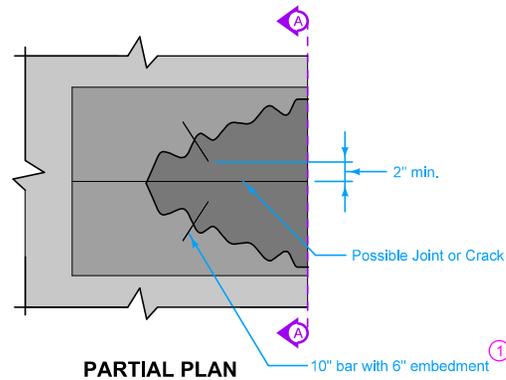
- ① One per panel.
- ② If joint or crack is within patch area, construct bottom edge of patch at least 3 inches beyond crack or joint.

PARTIAL DEPTH PATCH

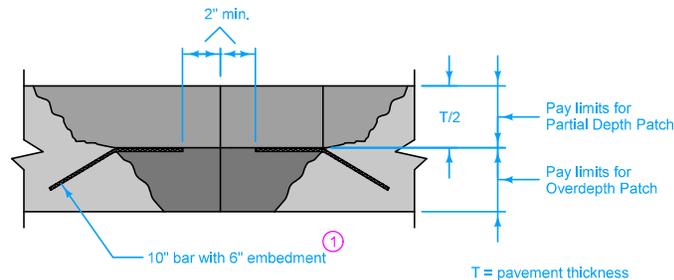


TYPICAL SECTION

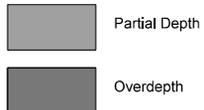
OVERDEPTH PATCH



PARTIAL PLAN



SECTION A-A



Possible Contract Items:
 Partial Depth PCC Finish Patches
 Partial Depth PCC Joint and Crack Repair Patches
 Overdepth Patches

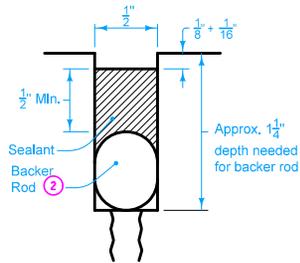
Possible Tabulation:
 102-10

| | | |
|-----------------|---------------------------|--------------|
| IOWA DOT | REVISION | |
| | 1 | 10-16-18 |
| | STANDARD ROAD PLAN | |
| PR-107 | | SHEET 1 of 1 |

REVISIONS: Removed "Modified" from the standard.

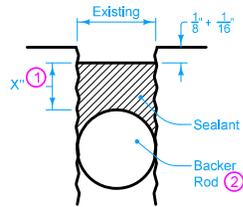
[Signature]
 APPROVED BY DESIGN METHODS ENGINEER

PARTIAL DEPTH PCC FINISH PATCHES

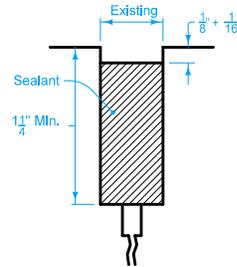


Note: Center $\frac{1}{2}$ " saw cut over the crack

CLASS I CRACK
Random Crack Less Than $\frac{1}{2}$ " In Width

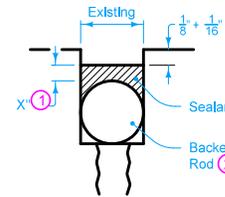


CLASS II CRACK
Random Crack $\frac{1}{2}$ " To $1\frac{1}{2}$ "

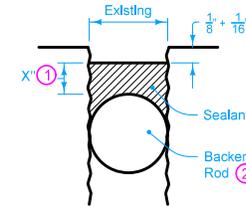


Note: Center saw cut over existing joint

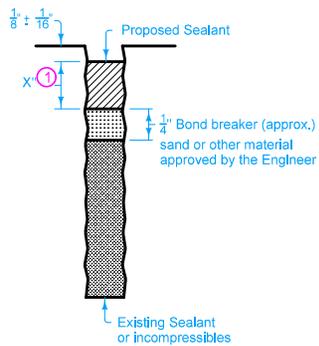
CLASS III JOINT
Existing Joint $\frac{1}{2}$ " Wide Or Less



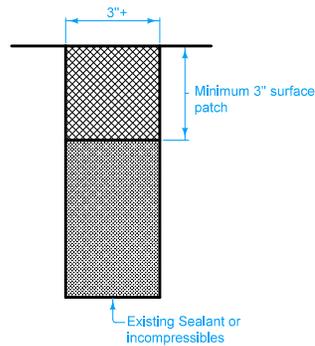
CLASS IV JOINT
Existing Width $>\frac{1}{2}$ " To $1\frac{1}{2}$ "



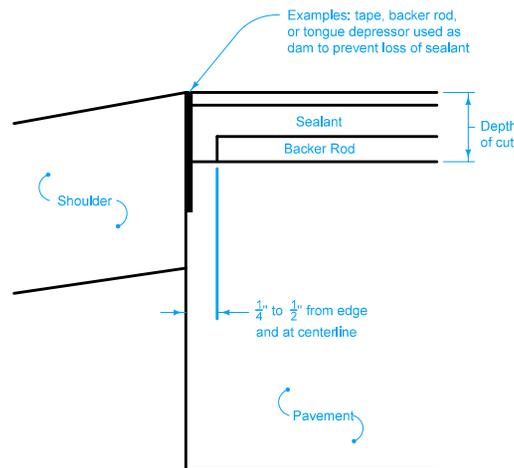
CLASS V CRACK OR JOINT
Existing Width $1\frac{1}{2}$ " To 3"



ALTERNATE BOND BREAKER FOR
CLASS II CRACK
CLASS IV JOINT
CLASS V CRACK OR JOINT



GREATER THAN 3" OPENING



BACKER ROD PLACEMENT DETAIL

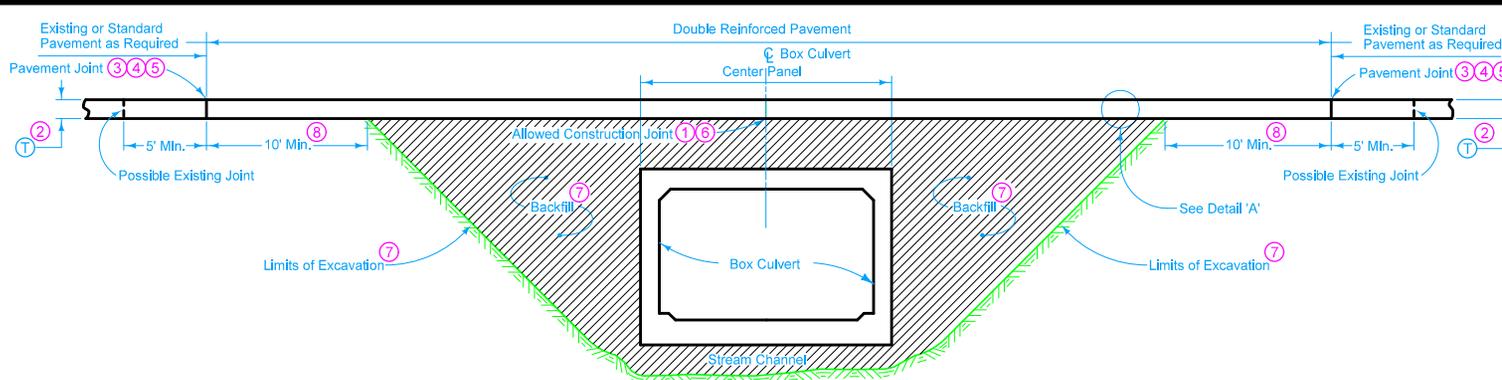
- ① X" = $\frac{1}{2}$ " Minimum when width is 1" or less
2:1 (Width:Depth) when width is greater than 1"
- ② Minimum diameter of one nominal size larger than the existing crack or joint

| | | |
|---------------------------------|----------|---------------|
| IOWA DOT | REVISION | |
| | New | 10-21-14 |
| STANDARD ROAD PLAN | | PR-110 |
| REVISIONS: New. Replaces RR-21. | | SHEET 1 of 1 |

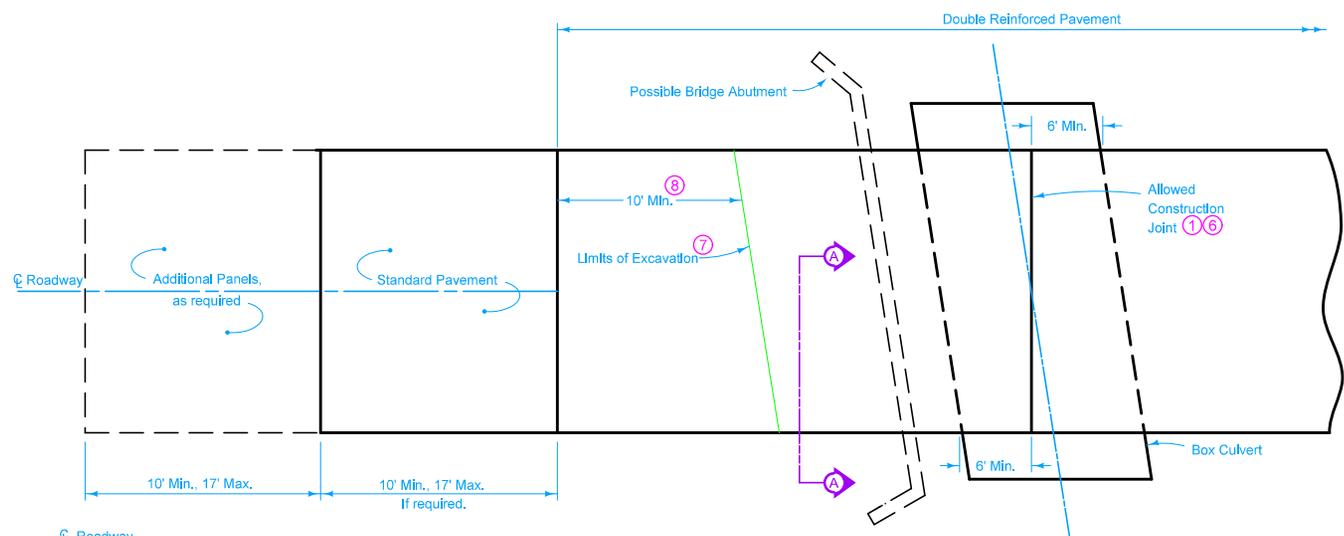
APPROVED BY DESIGN METHODS ENGINEER

Brian Smith

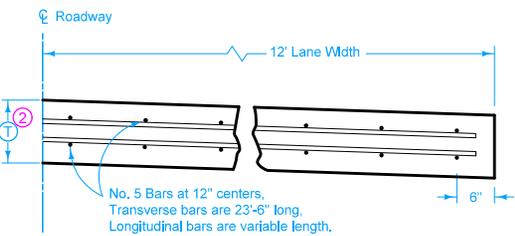
PCC CRACK AND JOINT CLEANING AND FILLING



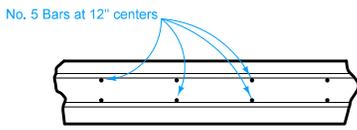
SECTION - TYPICAL INSTALLATION AT CL



PLAN - TYPICAL INSTALLATION



SECTION A-A
Half Section



DETAIL 'A'
PARTIAL LONGITUDINAL SECTION

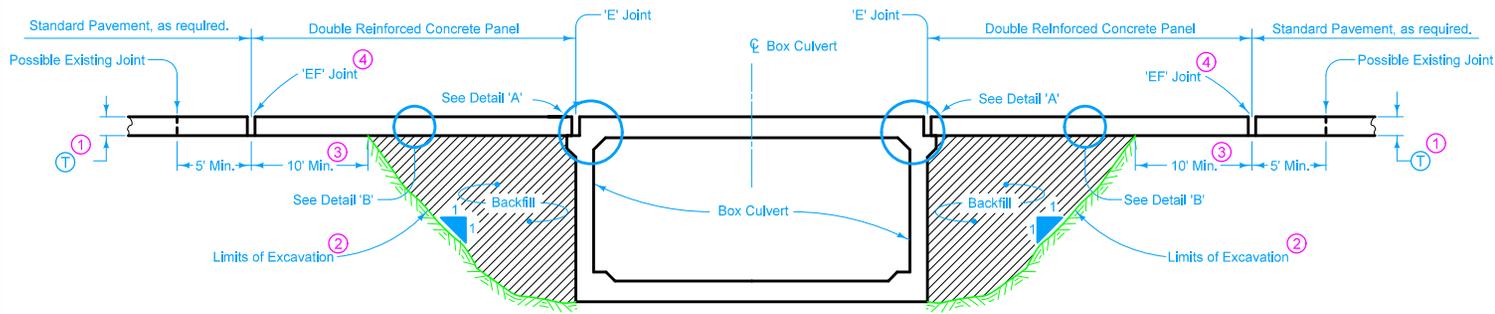
Price bid for standard pavement of the specified thickness is full compensation for constructing the pavement as detailed hereon and elsewhere in the plans, including all necessary reinforcement and expansion joints as required on this project.

See PV-101 for joint details.

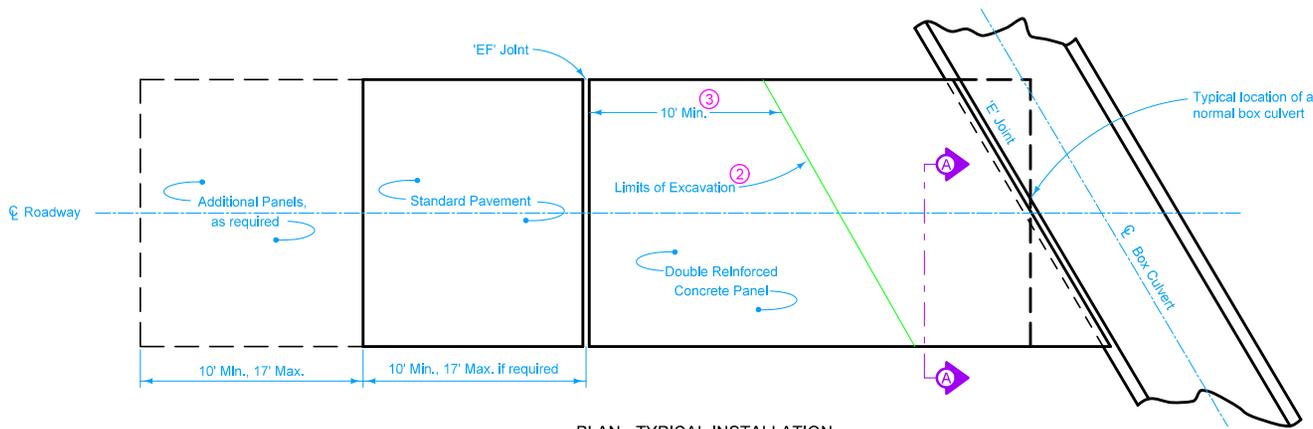
Provide minimum 2 inches clearance for all reinforcement.

- ① Construction Joints will be allowed if:
 - A. Joint is located at center of culvert.
 - B. Joint is a minimum of 6 feet from edge of culvert.
 - C. Two joints may be used if condition B is met and center panel is a minimum of 15 feet in length.
- ② Refer to typical sections elsewhere in the plans for pavement thickness T.
- ③ Existing Pavement Joints:
 - A. When joints are 'C'; use 'B' joint.
 - B. When joints are 'CD'; use 'RD' joint.
 - C. If existing pavement is HMA or Composite (HMA over PCC); use 'B' joint.
- ④ New Pavement Joints:
 - A. When joints are 'C'; use 'B' joint.
 - B. When joints are 'CD'; use 'CD' joint.
- ⑤ Place Pavement Joint no closer than 5 feet from existing joint.
- ⑥ Lap all bars 15 inches.
- ⑦ Limits of excavation and type of backfill are shown elsewhere on the plans.
- ⑧ Extend Double Reinforced Pavement a minimum of 10 feet beyond limits of excavation.

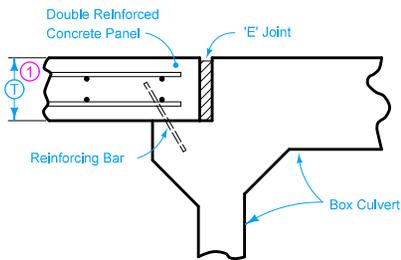
| | | |
|---|---------------|----------|
| | REVISION | |
| | 5 | 04-21-20 |
| STANDARD ROAD PLAN | PR-120 | |
| SHEET 1 of 1 | | |
| REVISIONS: Removed INTERIM from the standard. | | |
| | | |
| APPROVED BY DESIGN METHODS ENGINEER | | |
| DOUBLE REINFORCED PAVEMENT OVER BOX CULVERTS | | |



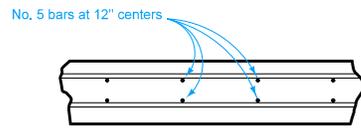
SECTION - TYPICAL INSTALLATION



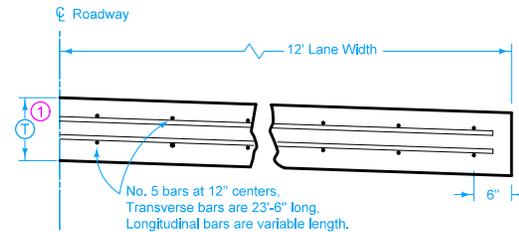
PLAN - TYPICAL INSTALLATION



DETAIL 'A'



DETAIL 'B'
PARTIAL LONGITUDINAL SECTION



SECTION A-A
Half Section

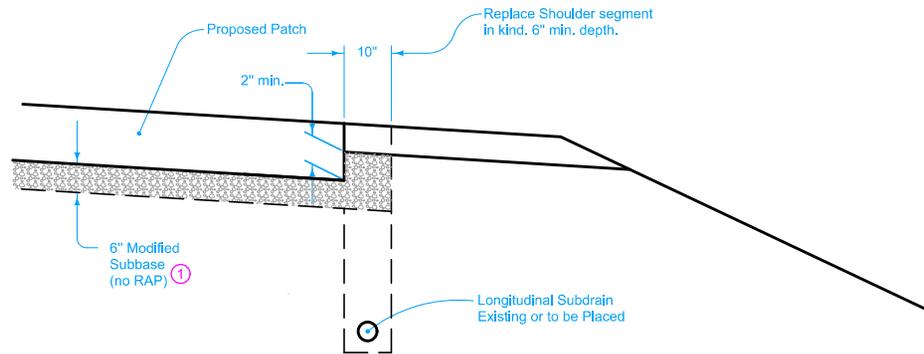
Price bid for standard pavement of the specified thickness is full compensation for constructing the pavement as detailed, including all necessary reinforcement and expansion joints as required on this sheet.

See PV-101 for joint details.

Provide minimum 2 inch clearance for all reinforcement.

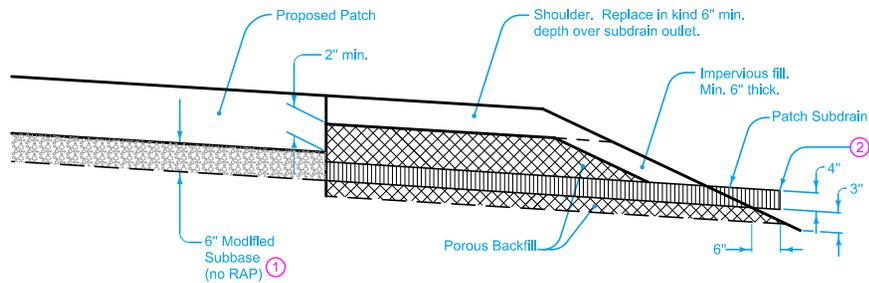
- ① Refer to typical sections elsewhere in the plans for pavement thickness (T).
- ② Limits of excavation and type of backfill are shown elsewhere on the plans.
- ③ Extend Double Reinforced Pavement a minimum of 10 feet beyond the limits of excavation.
- ④ Place joint no closer than 5 feet from existing joint.

| | |
|---|--------------|
| | REVISION |
| | 3 04-21-20 |
| STANDARD ROAD PLAN | PR-121 |
| REVISIONS: Removed INTERIM from the standard. | SHEET 1 of 1 |
| APPROVED BY DESIGN METHODS ENGINEER | |
| DOUBLE REINFORCED CONCRETE PANEL AT BOX CULVERTS | |



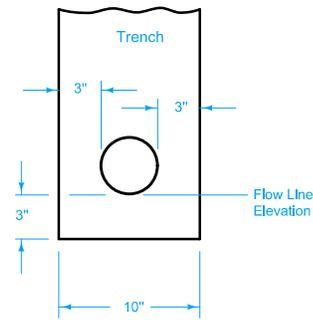
MODIFIED SUBBASE AND SUBDRAIN

IF LONGITUDINAL SUBDRAIN IS PRESENT OR IS TO BE PLACED



MODIFIED SUBBASE AND SUBDRAIN

WITHOUT LONGITUDINAL SUBDRAIN



DRAIN PLACEMENT

- ① 6 inches Modified Subbase (no RAP) if required by plan. When placed, extend Modified Subbase (no RAP) over longitudinal subdrain, if present.
- ② If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place Patch Subdrain at low end(s) of patch.

Possible Contract Items:
Subbase (Patches)
Patch Subdrain

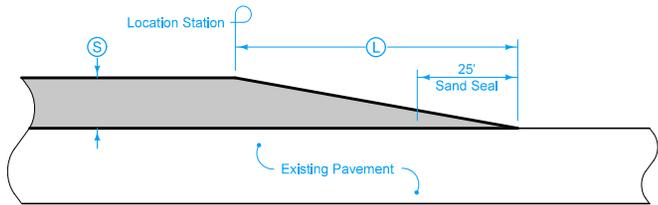
Possible Tabulation:
102-6C

| | | |
|---------------------------|----------|---------------|
| IOWA DOT | REVISION | |
| | 1 | 04-21-15 |
| STANDARD ROAD PLAN | | PR-140 |
| | | SHEET 1 of 1 |

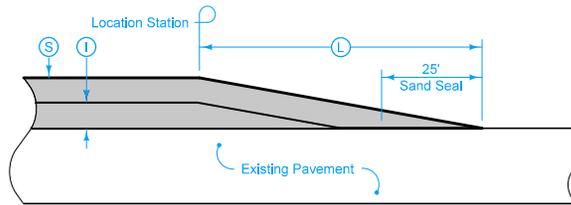
REVISIONS: Removed references to rodent guards.

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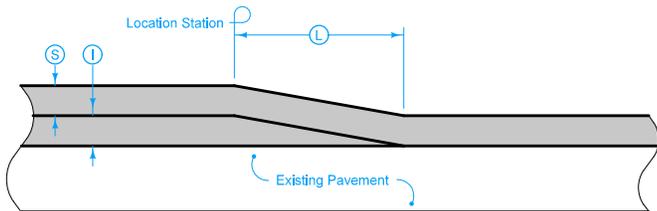
SUBBASE PATCHES



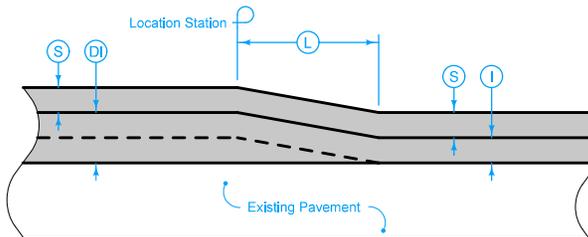
TYPE 'R1'
SURFACE RUNOUT FOR
SINGLE COURSE RESURFACING



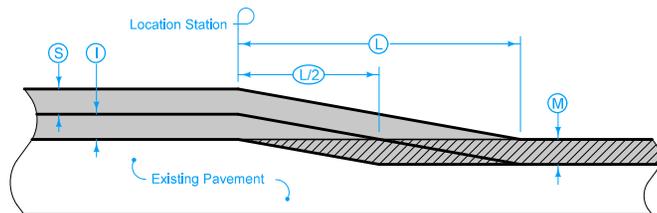
TYPE 'R2'
SURFACE RUNOUT - INTERMEDIATE
RUNOUT FOR DOUBLE COURSE RESURFACING



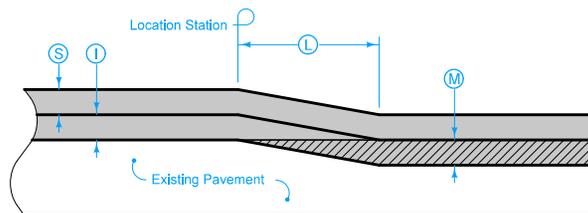
TYPE 'R3'
INTERMEDIATE COURSE
RUNOUT TRANSITION



TYPE 'R4'
DOUBLE INTERMEDIATE
COURSE RUNOUT TRANSITION



TYPE 'R5'
INTERMEDIATE COURSE RUNOUT FOR TRANSITION
FROM DOUBLE COURSE NON-MILLED RESURFACING
TO SINGLE COURSE MILLED RESURFACING



TYPE 'R6'
TRANSITION FROM
DOUBLE COURSE RESURFACING IN
NON-MILLED TO MILLED AREAS

- Ⓢ Surface Course
- Ⓜ Intermediate Course
- ⓂⓂ Double Intermediate Course
- Ⓛ Runout Length
- Ⓜ Milling

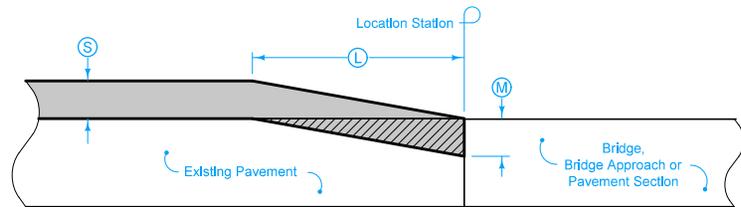
| Posted Speed Limit (mph) | Runout Ratio (ft per inch) |
|--------------------------|----------------------------|
| Over 40 | 50 |
| 20 to 40 | 25 |
| Under 20 | 10" |

* Based on turning maneuvers at side roads and intersections.

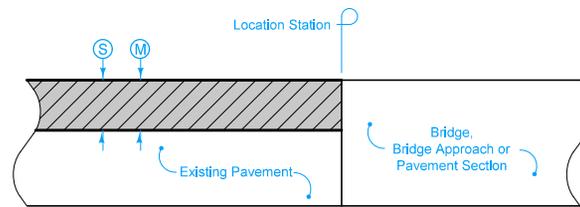
Possible Contract Item:
Pavement Scarification

Possible Tabulations:
100-25
102-16

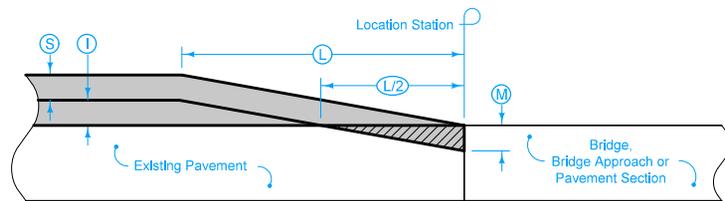
| | | |
|---|----------|---------------|
| IOWA DOT | REVISION | |
| | New | 10-21-14 |
| STANDARD ROAD PLAN | | PR-201 |
| | | SHEET 1 of 1 |
| REVISIONS: New. Replaces 7301, 7302, 7303, 7304, 7310 and 7311. | | |
| <i>Brian Smith</i> | | |
| APPROVED BY DESIGN METHODS ENGINEER | | |
| RUNOUTS FOR RESURFACING | | |



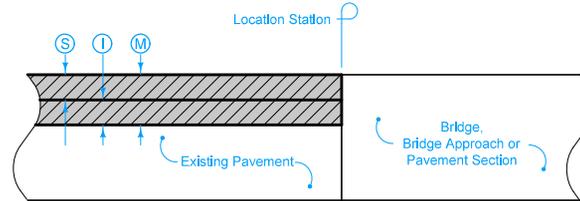
TYPE 'N1'
SURFACE NOTCH FOR
SINGLE COURSE RESURFACING



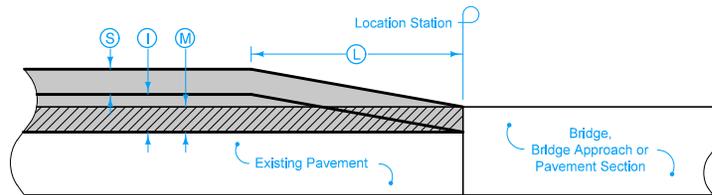
TYPE 'N2'
SINGLE COURSE
RESURFACING OF MILLED AREAS



TYPE 'N3'
SURFACE NOTCH - INTERMEDIATE
RUNOUT FOR DOUBLE COURSE RESURFACING



TYPE 'N4'
DOUBLE COURSE
RESURFACING OF MILLED AREAS



TYPE 'N5'
SURFACE NOTCH - INTERMEDIATE RUNOUT
FOR RESURFACING OF MILLED AREAS

- Ⓢ Surface Course
- Ⓜ Intermediate Course
- Ⓛ Runout Length
- Ⓜ Milling

| Posted Speed Limit (mph) | Runout Ratio (ft per inch) |
|--------------------------|----------------------------|
| Over 40 | 50 |
| 20 to 40 | 25 |
| Under 20 | 10* |

* Based on turning maneuvers at side roads and intersections.

Possible Contract Item:
Pavement Scarification

Possible Tabulations:
100-25
102-16

| | | |
|--------------------|---------------|----------|
| IOWA DOT | REVISION | |
| | New | 10-21-14 |
| | PR-202 | |
| STANDARD ROAD PLAN | | |
| SHEET 1 of 1 | | |

REVISIONS: New. Replaces 7305, 7306, 7307, 7308 and 7309.

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**NOTCHES FOR RESURFACING
(WITH OR WITHOUT RUNOUT)**