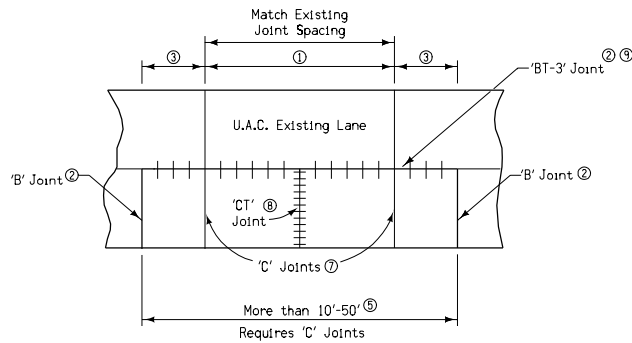
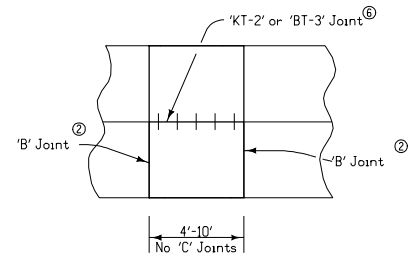


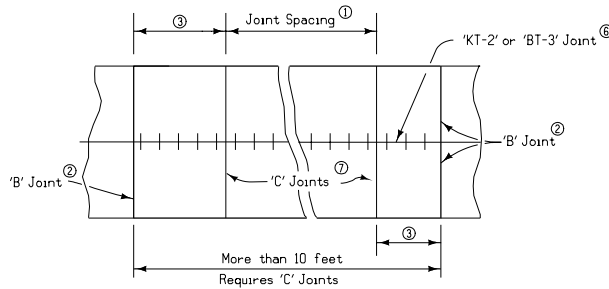
ONE LANE WIDTH PATCH



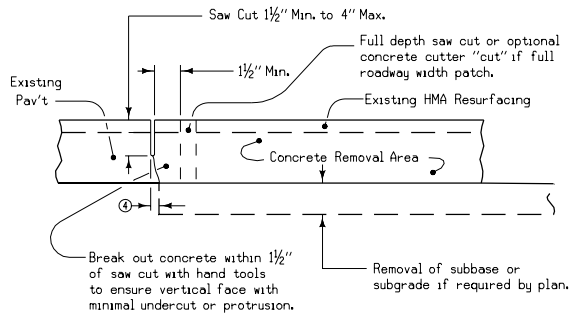
ONE LANE WIDTH PATCH



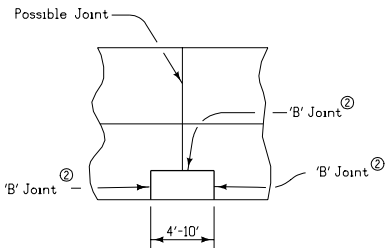
FULL ROADWAY WIDTH PATCH



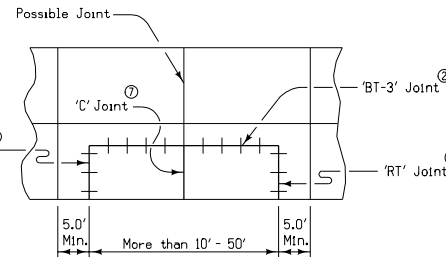
FULL ROADWAY WIDTH PATCH



PAVEMENT REMOVAL DETAILS (LONGITUDINAL SECTION)



PARTIAL LANE WIDTH PATCH



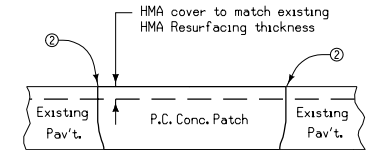
PARTIAL LANE WIDTH PATCH

If damage occurs outside of patch location 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.



LONGITUDINAL SECTION THRU COMPOSITE PATCH

<p>Iowa Department of Transportation</p> <p>STANDARD ROAD PLAN</p> <p>REVISIONS: Added 'BT-3' joint to full roadway width patches longitudinal joints.</p> <p><i>Deanna Mayfield</i> APPROVED BY DESIGN METHODS ENGINEER</p> <p>FULL DEPTH COMPOSITE PATCH WITHOUT DOWELS</p>	REVISION	
	1	10-17-06
	<p>RR-13</p> <p>SHEET 1 of 1</p>	