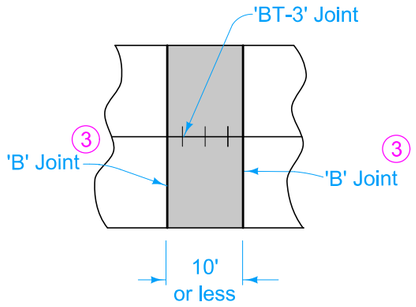
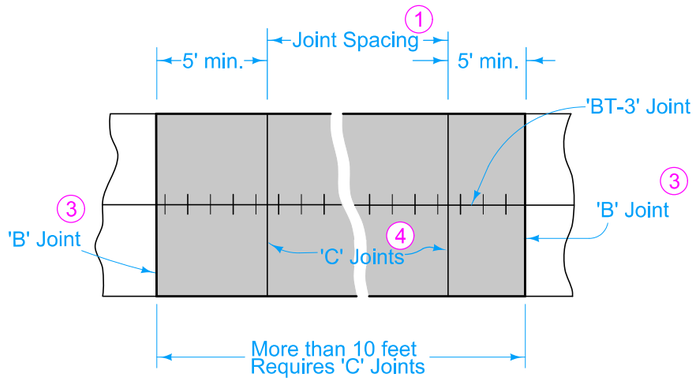
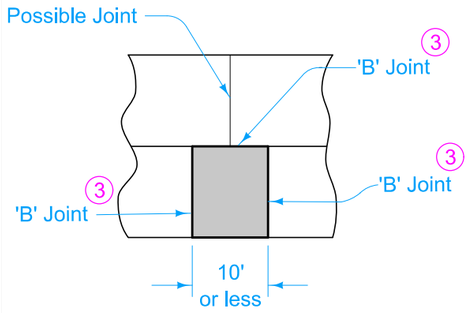


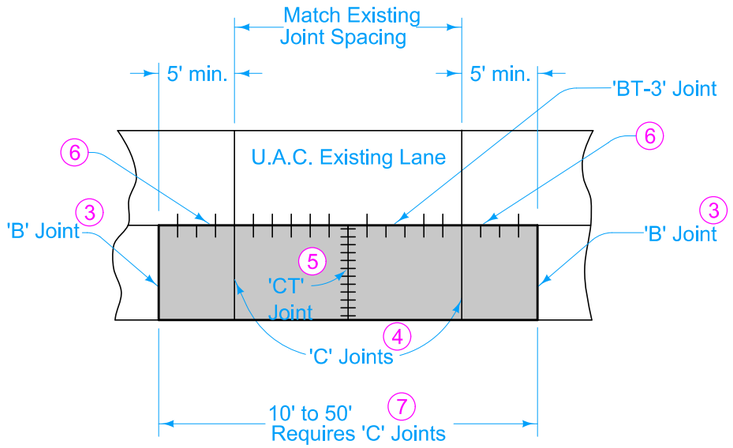
FULL ROADWAY WIDTH PATCH



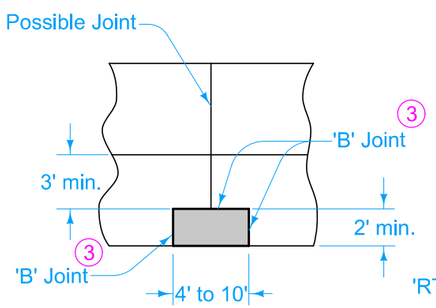
FULL ROADWAY WIDTH PATCH



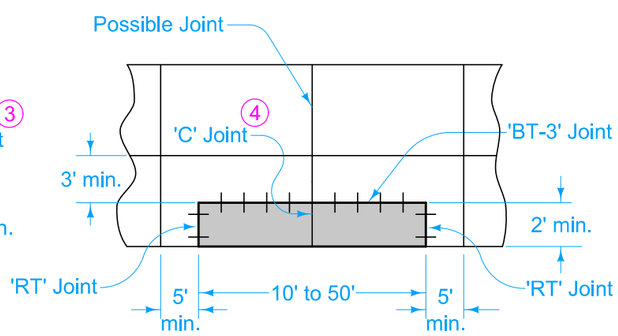
ONE LANE WIDTH PATCH



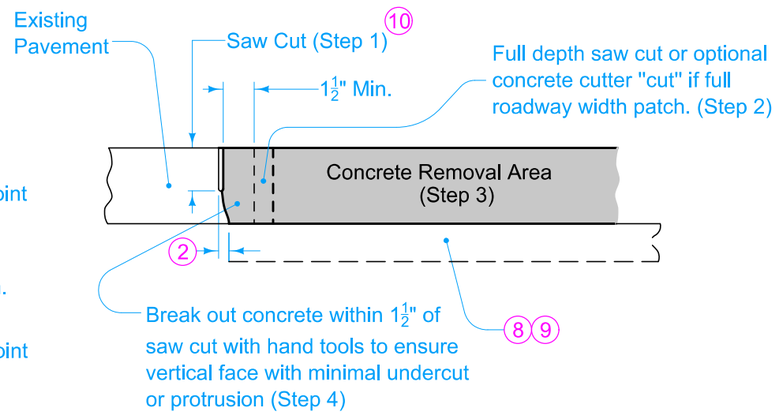
ONE LANE WIDTH PATCH



PARTIAL LANE WIDTH PATCH



PARTIAL LANE WIDTH PATCH



PAVEMENT REMOVAL

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 surfaced, 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.

See PV-101 for joint and bar placement details.

Construct rectangular patches even when existing pavement joints are skewed.

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 $1\frac{1}{2}$ 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 in length)

Possible Tabulation:
- 102-6C

IOWA DOT

STANDARD ROAD PLAN

REVISION	
4	10-21-25

PR-102

SHEET 1 of 1

REVISIONS: Removed 'KT-2' joint option.

APPROVED BY DESIGN METHODS ENGINEER

FULL DEPTH PCC PATCH WITHOUT DOWELS