

C E N T E R F O R  
P O R T L A N D C E M E N T C O N C R E T E  
P A V E M E N T T E C H N O L O G Y

# Portland Cement Concrete Patching Techniques vs. Performance and Traffic Delay

Final Report  
January 2004

IOWA STATE UNIVERSITY

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### **About the PCC Center/CTRE**

The Center for Portland Cement Concrete Pavement Technology (PCC Center) is housed at the Center for Transportation Research and Education (CTRE) at Iowa State University. The mission of the PCC Center is to advance the state of the art of portland cement concrete pavement technology. The center focuses on improving design, materials science, construction, and maintenance in order to produce a durable, cost-effective, sustainable pavement.



# **PORTLAND CEMENT CONCRETE PATCHING TECHNIQUES VS. PERFORMANCE AND TRAFFIC DELAY**

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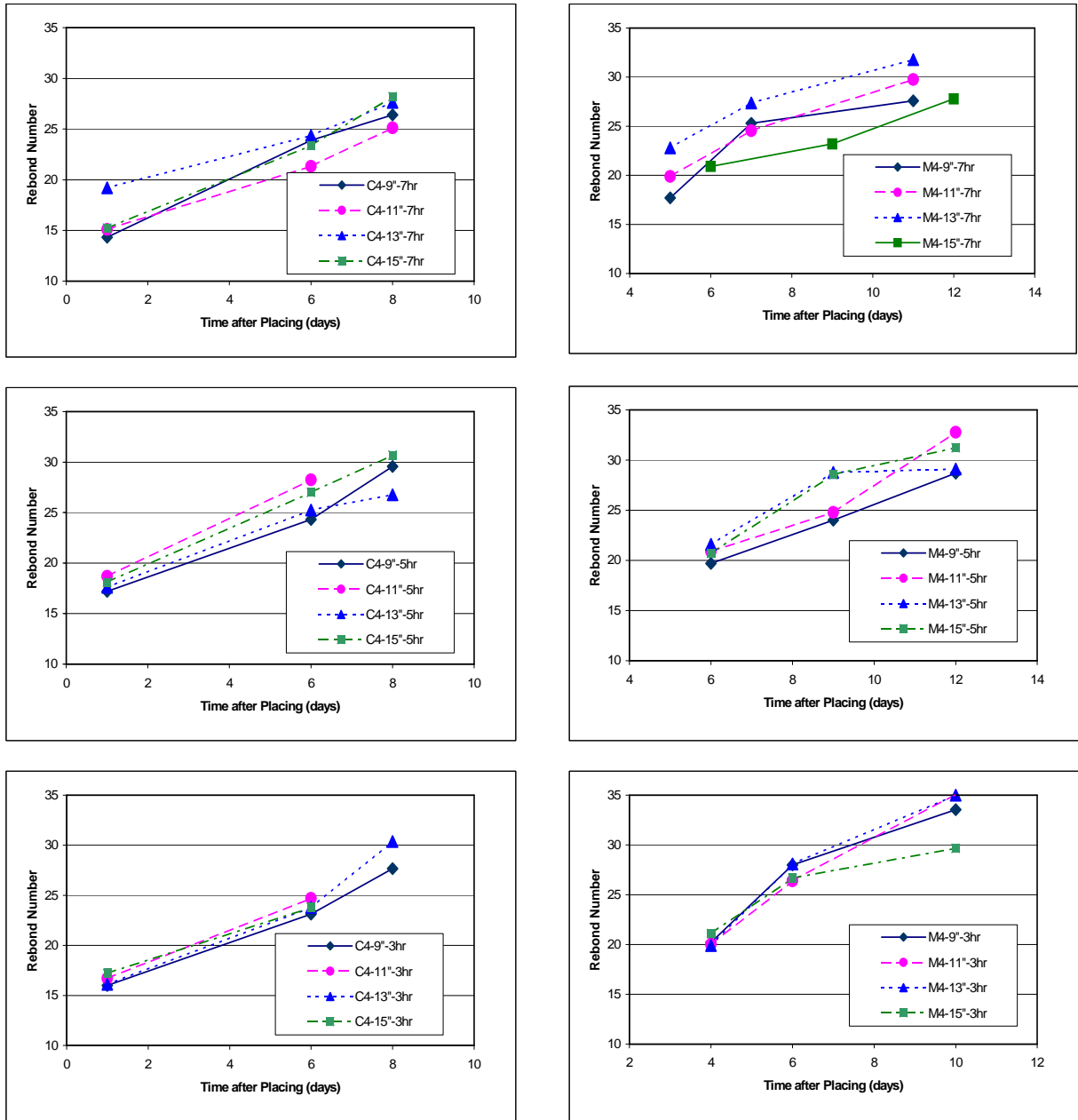




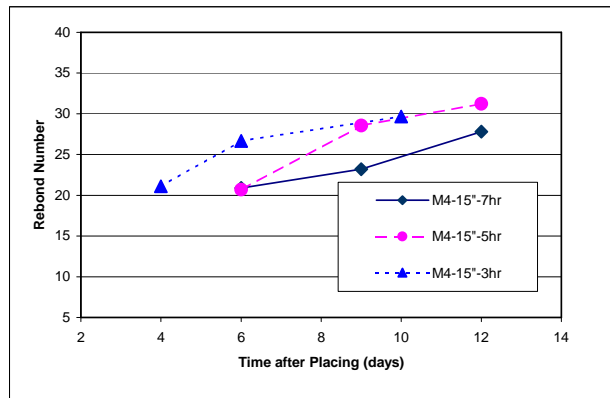
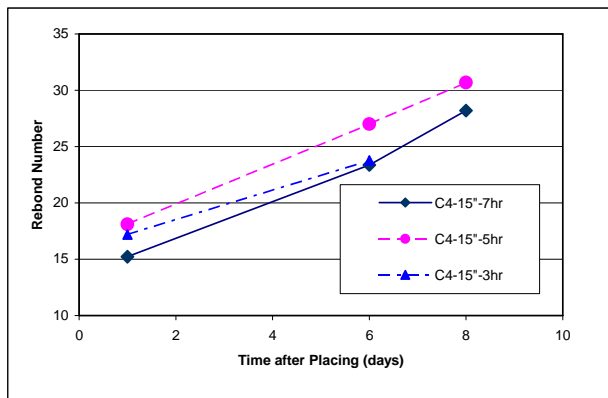
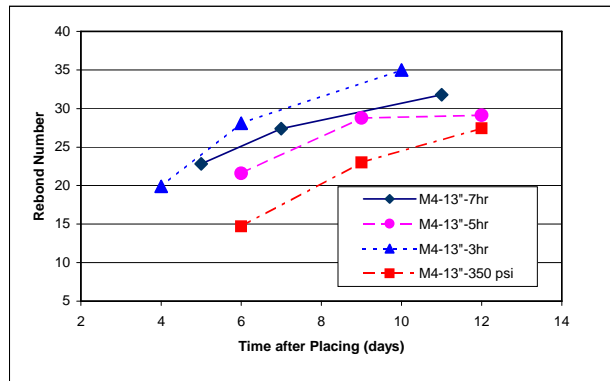
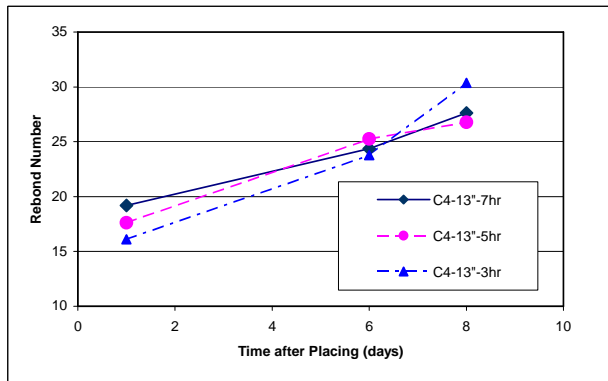
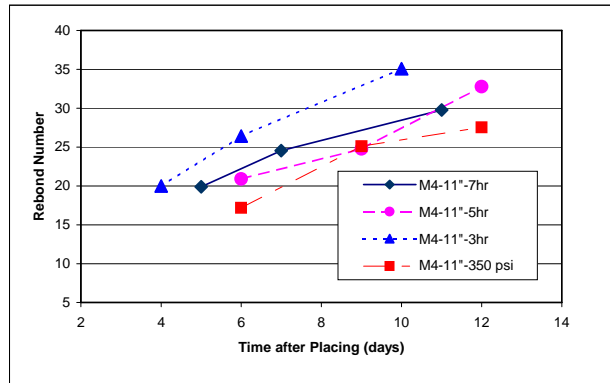
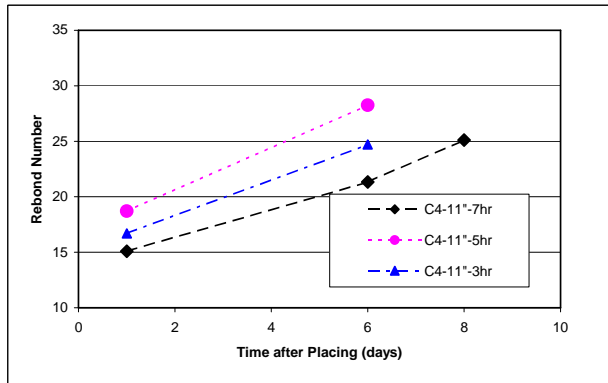
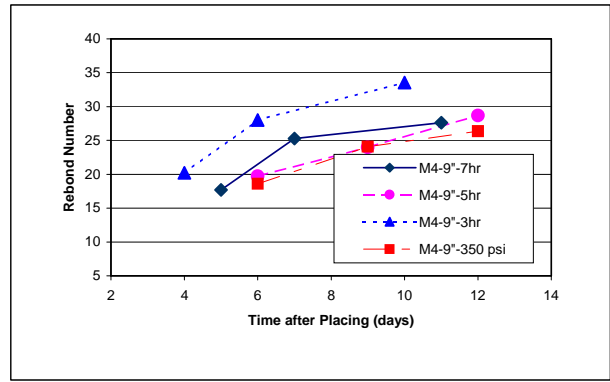
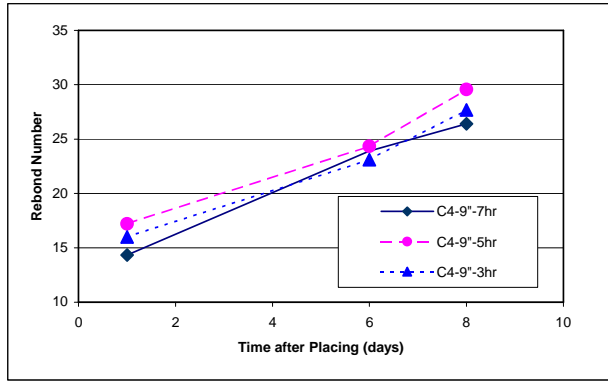




The effects of concrete mix, patch thickness, and time patches were opened to traffic on rebound numbers are shown in Figures 3 and 4. The data points in the figures represent the average rebound values of tested patches. The rebound readings for all tested patches are presented in Appendix D. The average values were calculated based on the following rules: (1) if a reading differed by more than seven units from the average of all readings obtained from a tested patch, this reading was discarded and a new average was computed based on the remaining readings; and (2) if more than two out of ten readings differed from the average by seven units, the entire set of readings was discarded.



**Figure 3. Effect of patch thickness on rebound numbers**



**Figure 4. Effect of opening time on rebound numbers**





































































































































