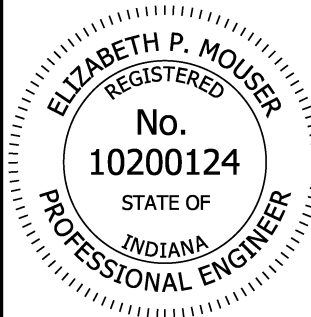
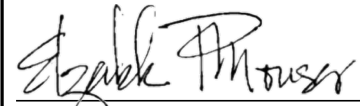

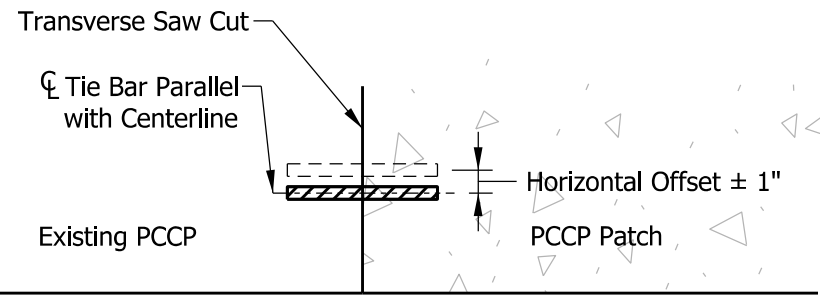


INDEX	
SHEET NO.	SUBJECT
1	Concrete Pavement Patching Index and General Notes
2	Tie Bar Alignment and Saw Cut Tolerances
3	Saw Cut Removal Details
4	Retrofit Transverse Joint Details
5	Patch Length \geq 6' and \leq 20'
6	Patch Length $>$ 20'

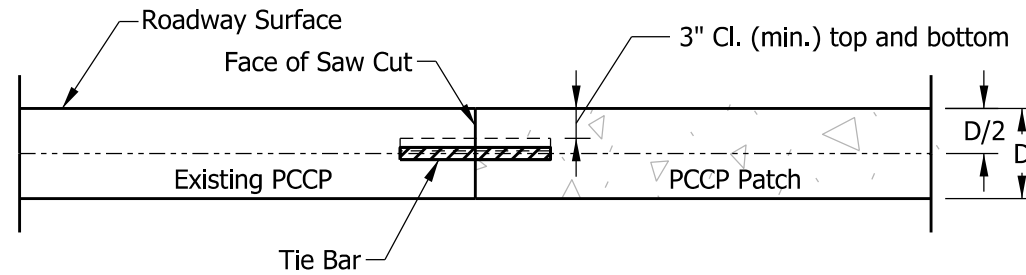
GENERAL NOTES:

1. Tie-bars shall be epoxy coated.
2. Additional preparation of existing subgrade will be determined by the Engineer.
3. See Standard Drawing Series E 503-CCPJ for sawed joint and joint sealant details.
4. See Standard Drawing E 503-CCPJ-03 for D-1 Contraction Joint details.
5. See Standard Drawing E 503-CCPJ-05 for retrofitted tie bar details.
6. The minimum patch length shall be 6 ft.

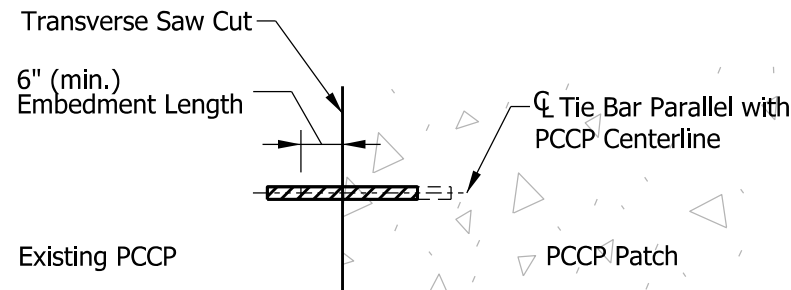
INDIANA DEPARTMENT OF TRANSPORTATION	
CONCRETE PAVEMENT PATCHING INDEX AND GENERAL NOTES	
SEPTEMBER 2026	
STANDARD DRAWING NO. E 506-CCPP-01	
	
	4/13/2026 DESIGN STANDARDS ENGINEER DATE
	
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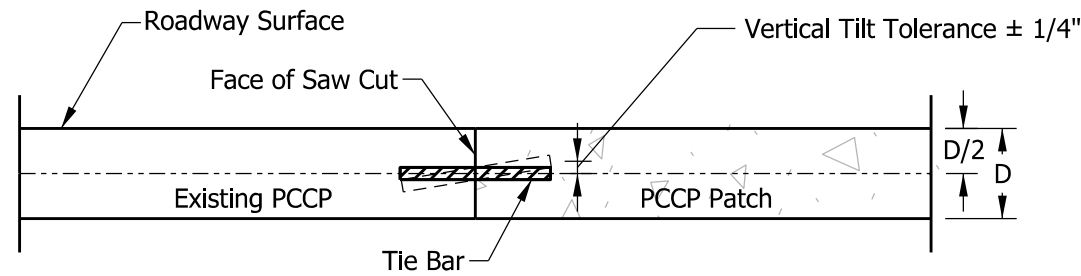
PLAN - HORIZONTAL TRANSLATION



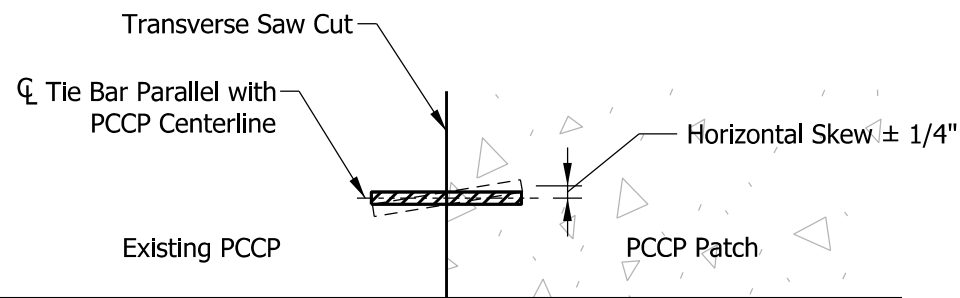
ELEVATION - VERTICAL TRANSLATION



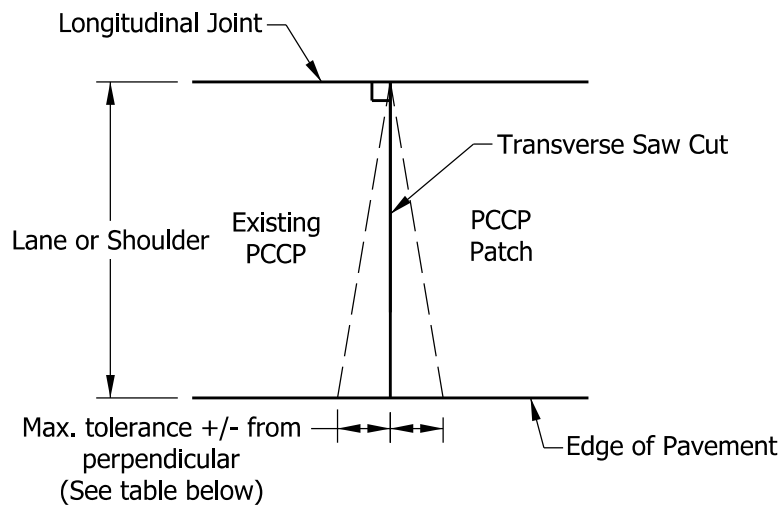
PLAN - LONGTITUDINAL TRANSLATION



ELEVATION - VERTICAL TILT



PLAN - HORIZONTAL SKEW



WIDTH OF LANE OR SHOULDER	MAX. TOLERANCE
10'	1 5/8"
12'	2"
14'	2 5/16"

PLAN - SAW CUT

NOTES:

1. Tie bar alignment and saw cut shall be as shown.

LEGEND

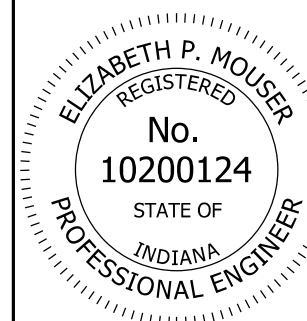
- D = Existing PCCP Thickness
- Mis-Aligned Tie Bar
- ▨ Properly Aligned Tie Bar

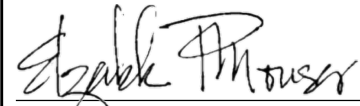
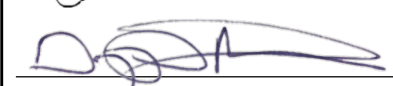
INDIANA DEPARTMENT OF TRANSPORTATION

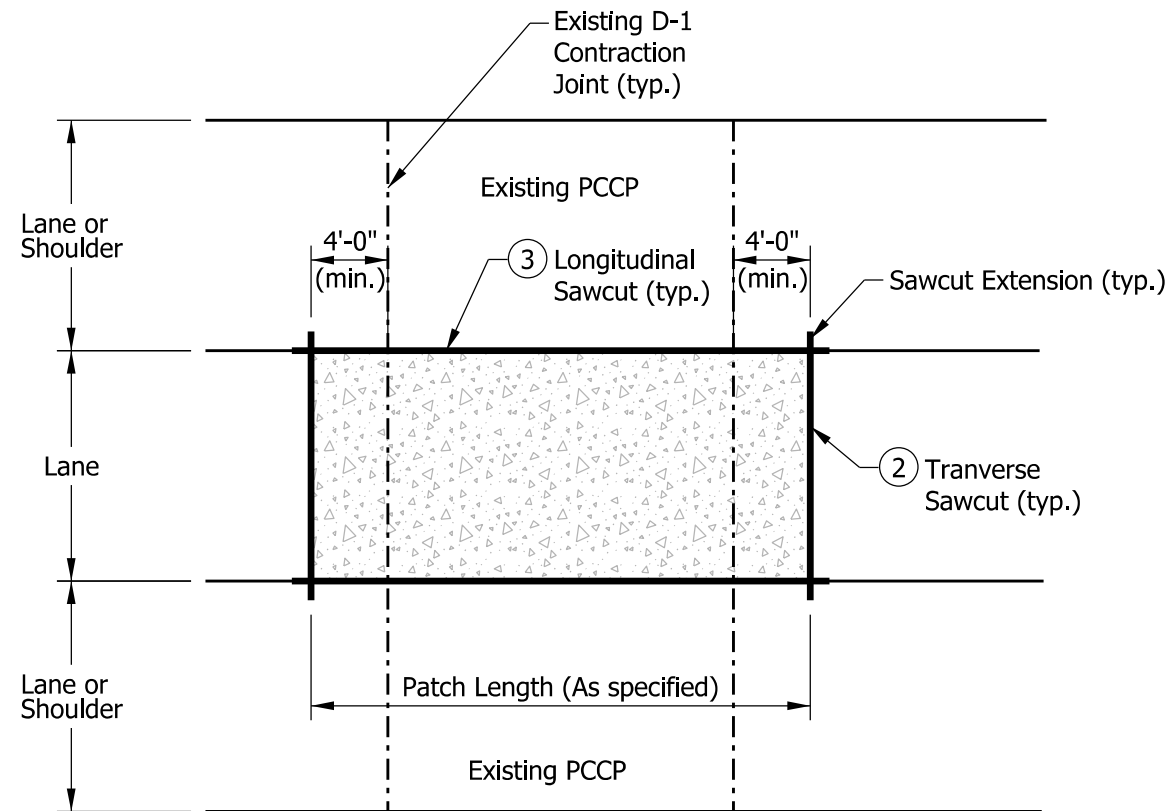
TIE BAR ALIGNMENT AND SAWCUT TOLERANCES

SEPTEMBER 2026

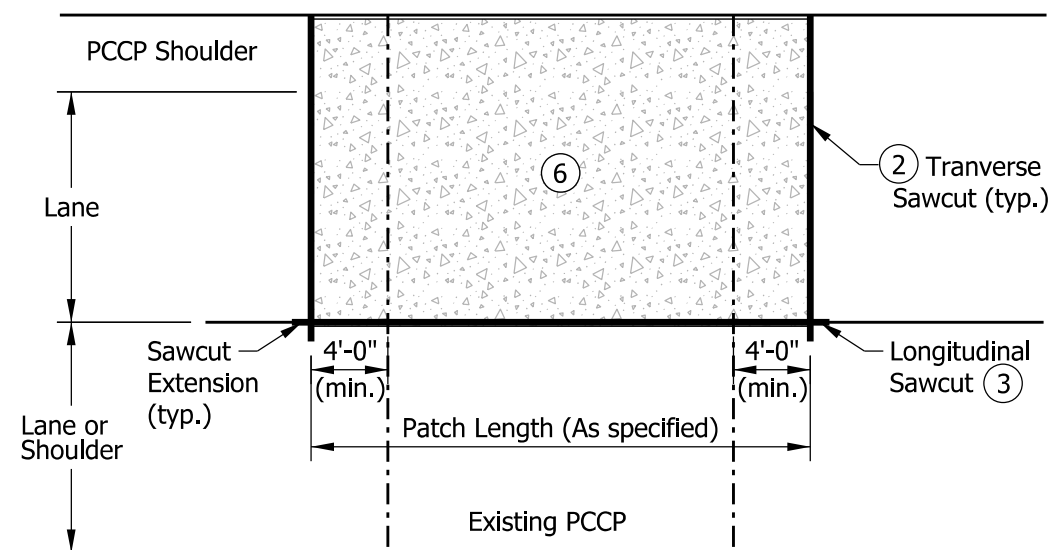
STANDARD DRAWING NO. E 506-CCPP-02



 4/13/2026
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 04/13/2026
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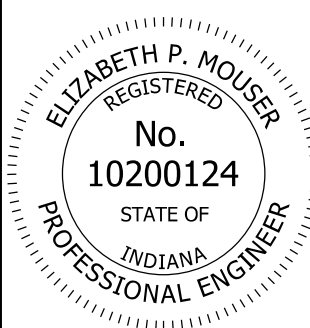


PLAN



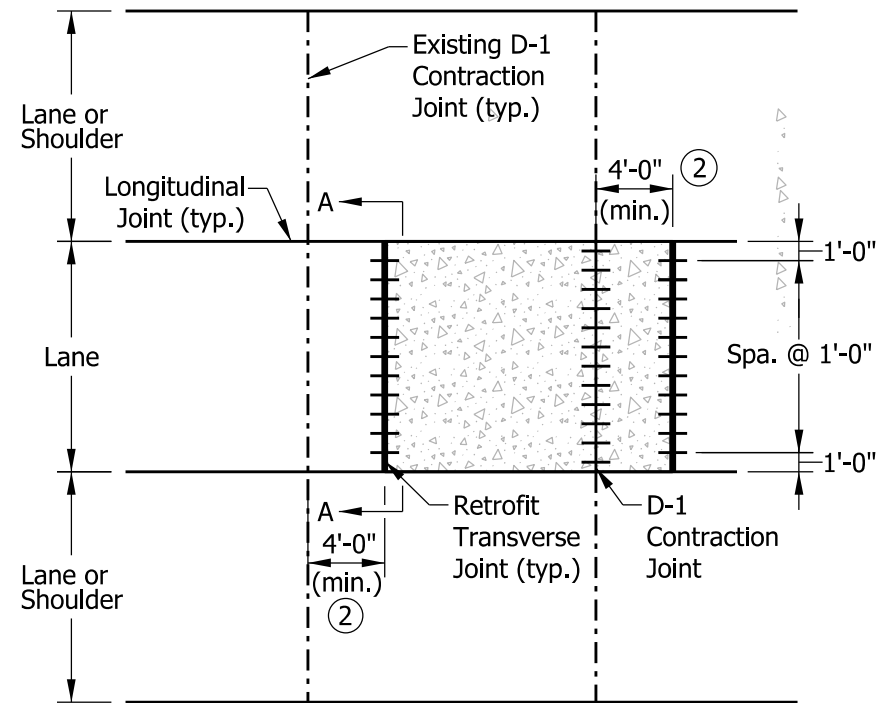
PLAN
(PCCP Shoulders without Longitudinal Joint)

NOTES:

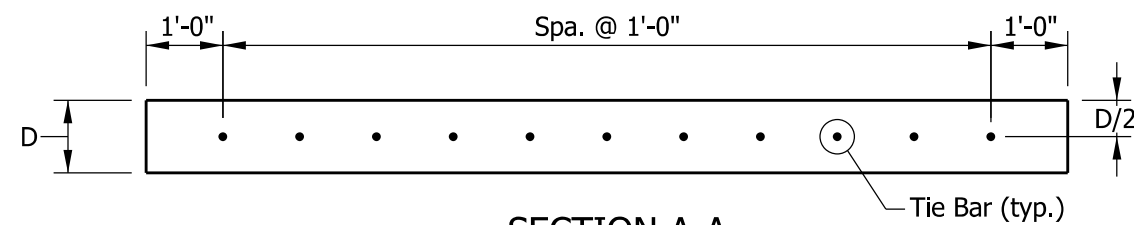
1. The portion of the sawcut that extends into an adjacent lane or shoulder that will remain in place shall be cleaned and sealed with hot-poured joint sealant. Epoxy may be substituted for hot-poured joint sealant, as approved.
- ② Extend transverse sawcut into adjacent PCCP lane or shoulder a maximum 12 in. or as approved to complete a full-depth cut.
- ③ Extend longitudinal sawcut beyond the patch a maximum 12 in. or as approved to complete a full depth cut.
4. D-1 Contraction Joint placement and Retrofit Transverse Joint details not shown for clarity.
5. The length of the sawcut extension shall not alter the approved maintenance of traffic configuration.
- ⑥ Where a longitudinal joint is not present between the existing lane and PCCP shoulder, the sawcut and removal shall include the full width of the shoulder.

INDIANA DEPARTMENT OF TRANSPORTATION	
SAWCUT REMOVAL DETAILS	
SEPTEMBER 2026	
STANDARD DRAWING NO.	E 506-CCPP-03
	<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  <small>DESIGN STANDARDS ENGINEER</small> </div> <div style="text-align: right;"> <small>4/13/2026</small> <small>DATE</small> </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  <small>CHIEF ENGINEER</small> </div> <div style="text-align: right;"> <small>04/13/2026</small> <small>DATE</small> </div> </div>

TIE BAR SIZES FOR RETROFIT TRANSVERSE JOINT		
Pavement Thickness, D	Tie Bar Size	Minimum, l_e
Less than 9"	#5	1'-0"
9" through 12"	#8	1'-0"
Greater than 12"	#10	1'-0"



PLAN



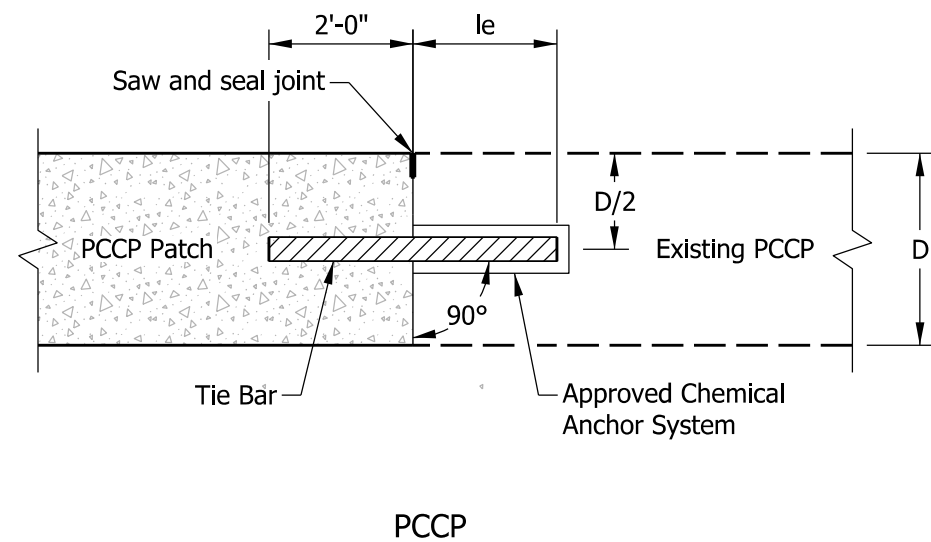
SECTION A-A

NOTES:

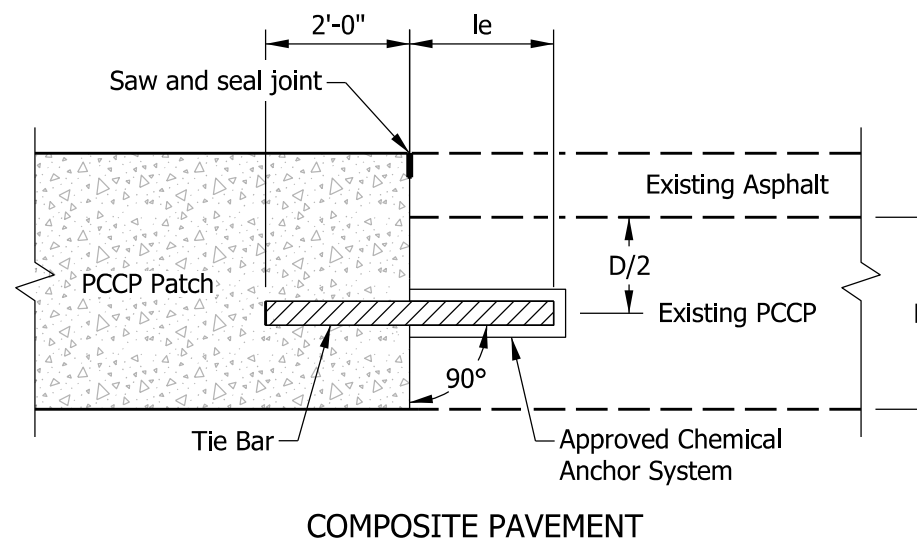
1. Retrofit Transverse Joint shall be placed at each end of the patch.
- ② Retrofit Transverse Joints shall be placed a minimum of 4 ft from an existing D-1 Contraction Joint.
3. Sawing and sealing joints shall be omitted where the concrete patch is to be overlaid with asphalt or concrete.
4. Tie bar size and embedment (l_e) shall be as shown on table this sheet.

LEGEND

D = Existing PCCP Thickness



PCCP



COMPOSITE PAVEMENT

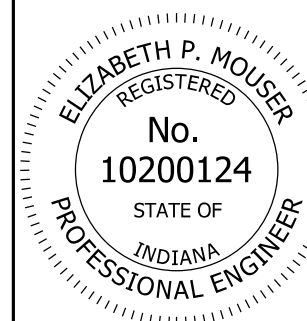
RETROFIT TRANSVERSE JOINT

INDIANA DEPARTMENT OF TRANSPORTATION

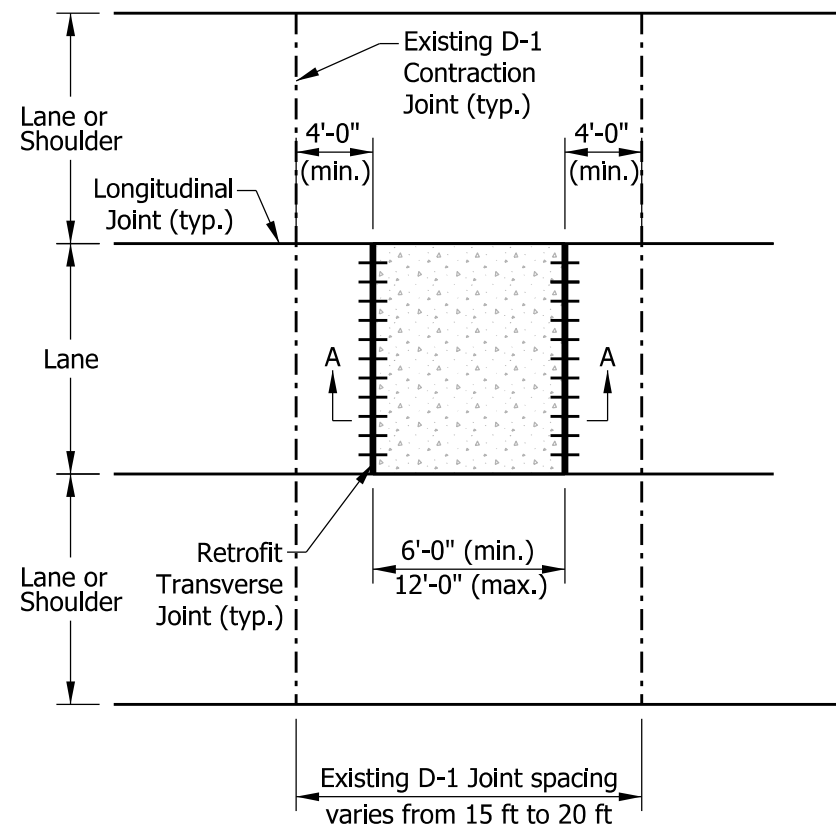
RETROFIT TRANSVERSE JOINT DETAILS

SEPTEMBER 2026

STANDARD DRAWING NO. E 506-CCPP-04

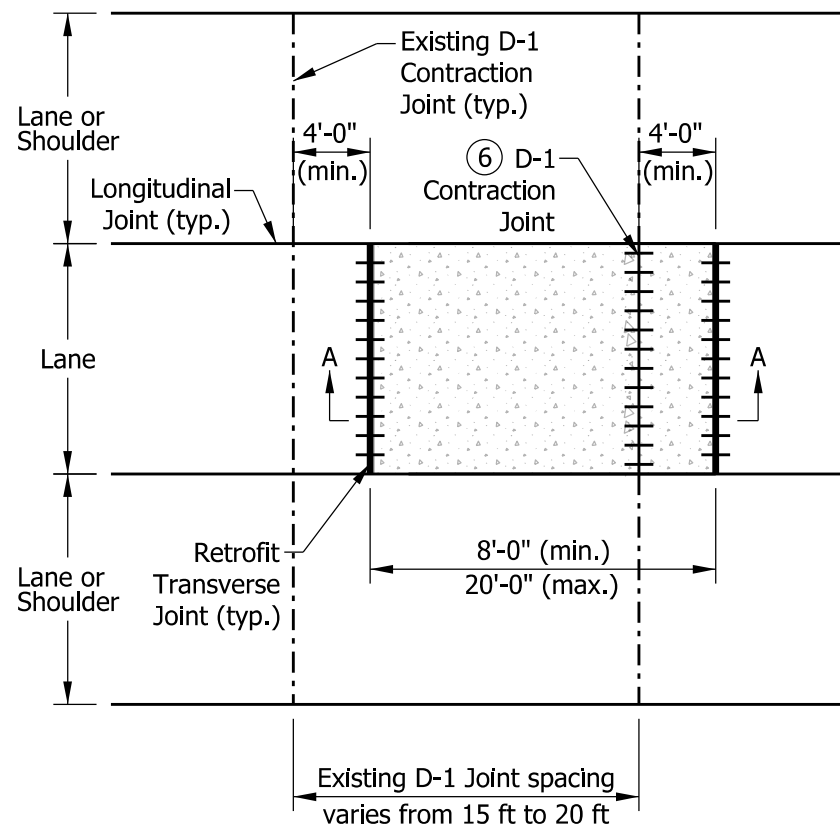


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(EXISTING D-1 CONTRACTION JOINTS NOT REMOVED)

PLAN

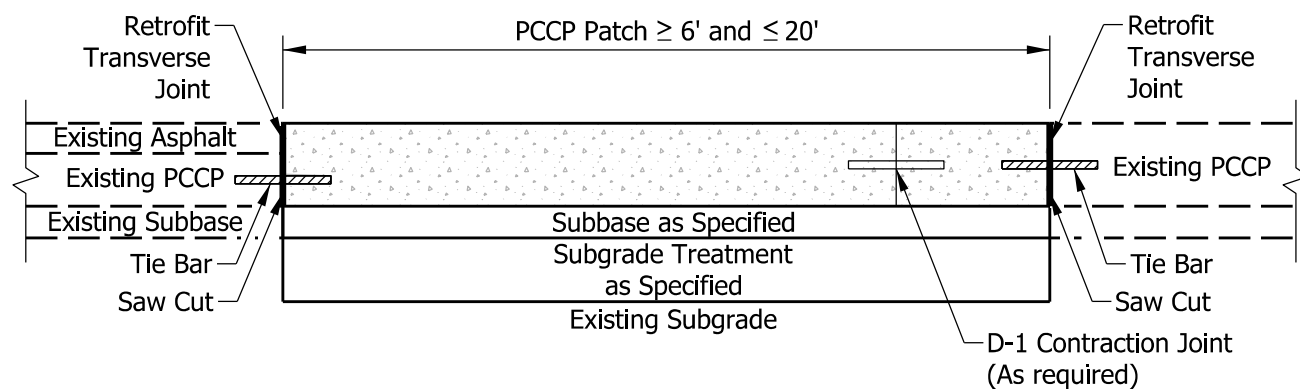


(EXISTING D-1 CONTRACTION JOINT REMOVED)

PLAN

(COMPOSITE PAVEMENT SHOWN)

(PCCP SHOWN)



PAVEMENT SECTION A-A

NOTES:

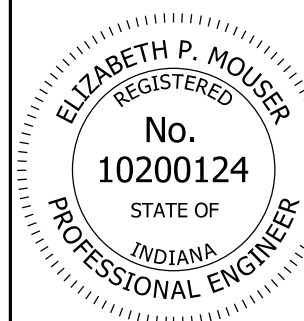
1. Minimum and maximum patch lengths based on existing D-1 Contraction Joint spacing and minimum 4 ft distance to Retrofit Transverse Joint.
2. For patch lengths 6 ft or greater and less than 20 ft, tie bars shall not be placed at longitudinal joints.
3. Where the distance from an existing D-1 Contraction Joint to the end of the patch is less than 4 ft, the patch length shall be extended until the minimum distance is satisfied. Where extending the patch results in a patch length greater than 20 ft, use detail on Standard Drawing E 506-CCPP-06.
4. See Standard Drawing E 506-CCPP-04 for transverse tie bar spacing.
5. Where the patch length is 12 ft or less and the existing D-1 Contraction Joint has not been removed, a D-1 Contraction shall not be placed.
- ⑥ Where the patch length is between 8 ft and 20 ft and the existing D-1 Contraction Joint has been removed, a D-1 Contraction Joint shall be placed as shown.

INDIANA DEPARTMENT OF TRANSPORTATION

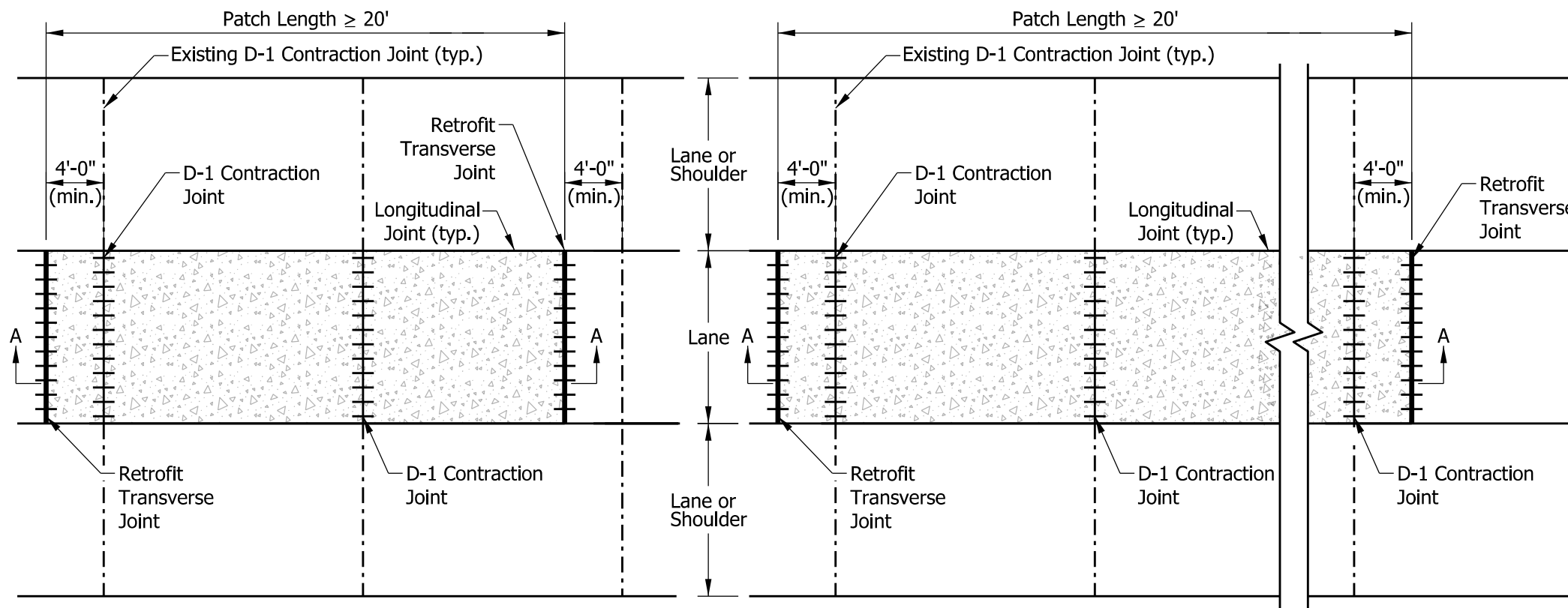
PATCH LENGTH \geq 6' AND \leq 20'

SEPTEMBER 2026

STANDARD DRAWING NO. E 506-CCPP-05



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PLAN

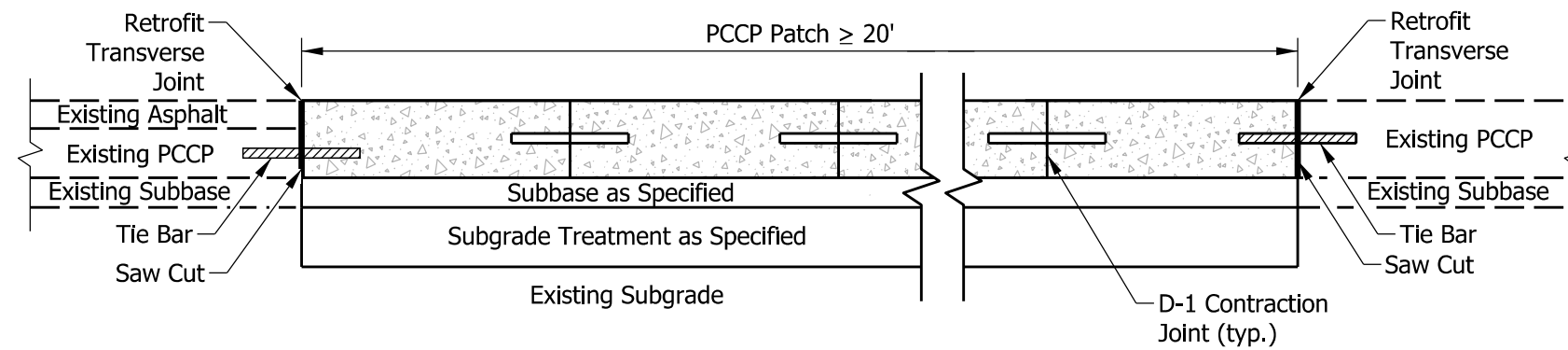
PLAN

NOTES:

1. D-1 Contraction Joints shall be matched with spacing of the existing D-1 Contraction Joints of adjacent lane or shoulder PCCP.
2. For composite pavement, the PCCP patch D-1 Contraction Joints shall be placed with a maximum spacing of 16 ft, if contraction joints are not apparent in the adjacent lane or shoulder.
3. For a patch length greater than 100 ft, longitudinal retrofitted tie bars shall be required and installed as shown on Standard Drawing E 503-CCPJ-02.
4. See Standard Drawing E 506-CCPP-04 for tie bar spacing.

(COMPOSITE PAVEMENT SHOWN)

(PCCP SHOWN)



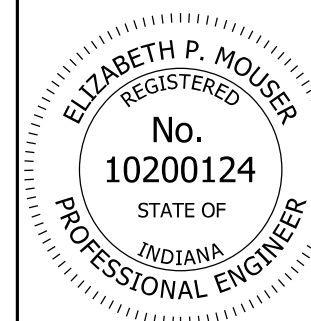
PAVEMENT SECTION A-A

INDIANA DEPARTMENT OF TRANSPORTATION

PATCH LENGTH > 20'

SEPTEMBER 2026

STANDARD DRAWING NO. E 506-CCPP-06



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