

INDEX	
SHEET NO.	SUBJECT
1	Joint Repair Index and General Notes
2	Longitudinal Joint Repair, Partial Depth
3	Transverse Joint Repair, Partial Depth
4	Joint Repair, Bottom-Half

**GENERAL NOTES:**

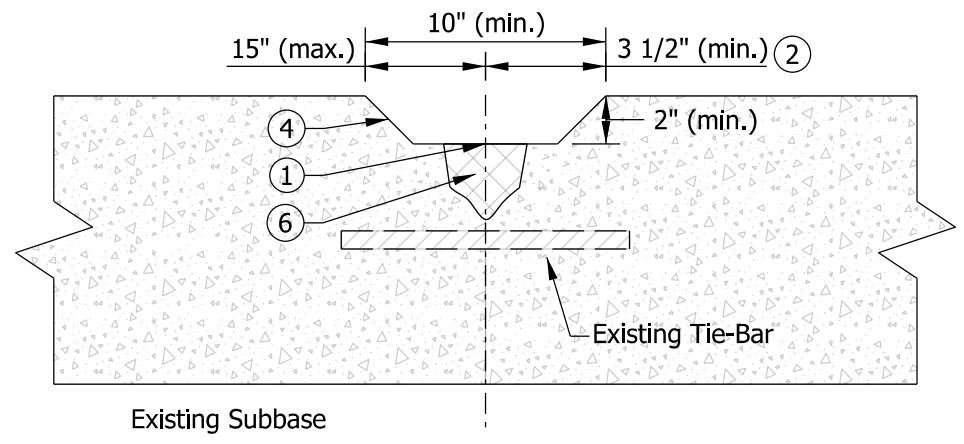
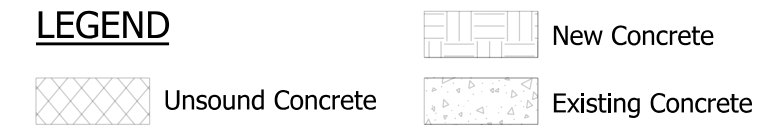
1. Tie-bars shall be epoxy coated.
2. Remove top 2 in. of unsound concrete by milling (typical) or by chipping hammer. Any wire mesh exposed during JRCP repairs shall be completely removed.
3. Remove unsound concrete below milling depth by chipping hammer.
4. Chipping hammers shall not be heavier than a nominal 35 lb class.
5. Surfaces of all repairs shall be properly cleaned and prepared prior to placing concrete.

INDIANA DEPARTMENT OF TRANSPORTATION	
JOINT REPAIR INDEX AND GENERAL NOTES	
EFFECTIVE FOR LETTINGS ON OR AFTER 06-01-21	
RECURRING PLAN DETAIL NO.	509-R-722d
Sheet 1 of 4	

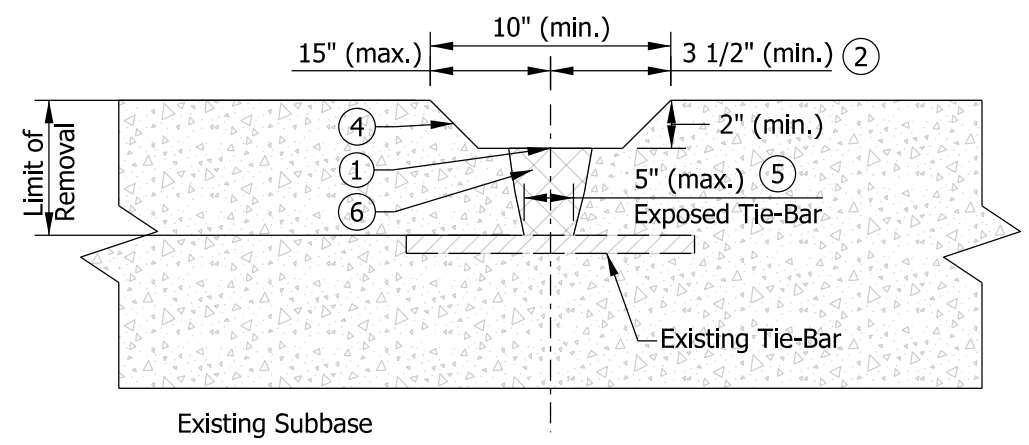
**NOTES:**

- ① Joint shall be reestablished by either preformed joint filler or saw cut option with tooling.
- ② Repairs that involve both sides of the joint shall have at least 3 1/2 in. of milling width on both sides of the joint. The overall milling width shall be at least 10 in.
- ③ Repairs that only involve one side of the joint shall have at least 10 in. of milling width, as measured from the joint, and shall not disturb the concrete in the adjacent slab.
- ④ Sides of repair shall be tapered 30° - 60° from vertical.
- ⑤ Full depth patching shall be used where the width of unsound concrete at the depth of the tie-bar exceeds 5 in.
- ⑥ 2 in. minimum milling shown, additional hand chipping may be required to remove unsound concrete.
7. Existing tie-bars exposed after removal shall be removed to the face of existing concrete. For tie-bar tolerance, see Standard Drawing Series E 503-CCPJ.
8. Any voids resulting from hand chipping that extend below the tie-bars may be filled with repair concrete. Removal of the unsound concrete below the elevation of the tie-bars is not intended.
9. Repairs shall be terminated 12 in. or more from a transverse joint.
- ⑩ Preformed Joint Filler initially installed to top of repair. A portion shall be sawed out to create reservoir for hot pour sealant.

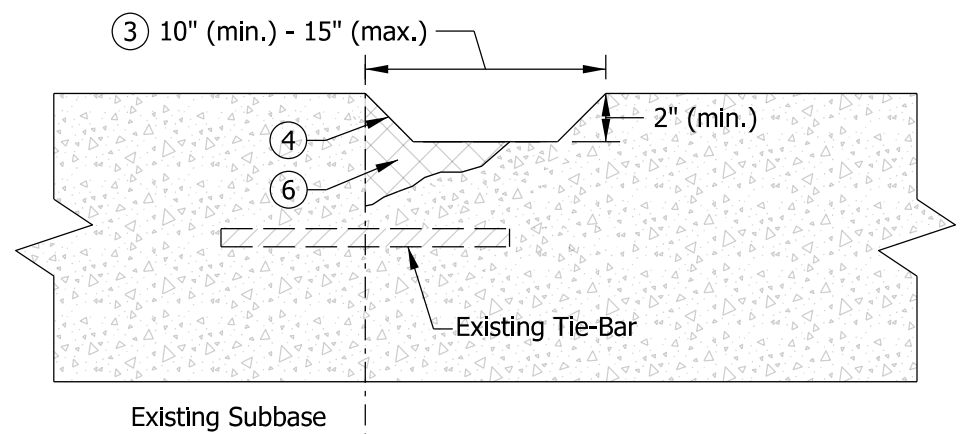
**LEGEND**



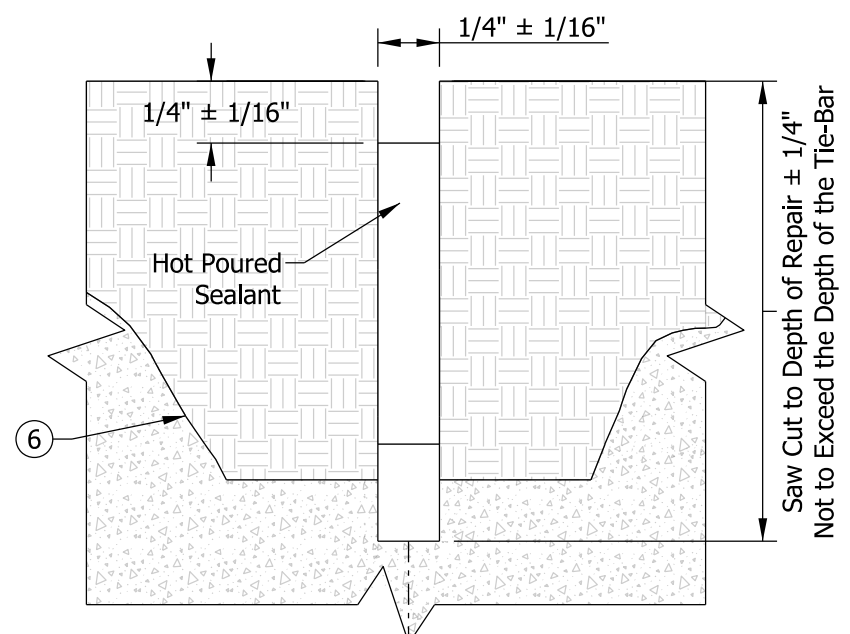
**REMOVAL DETAIL STRADDLING JOINT WITHOUT EXPOSED TIE-BAR**



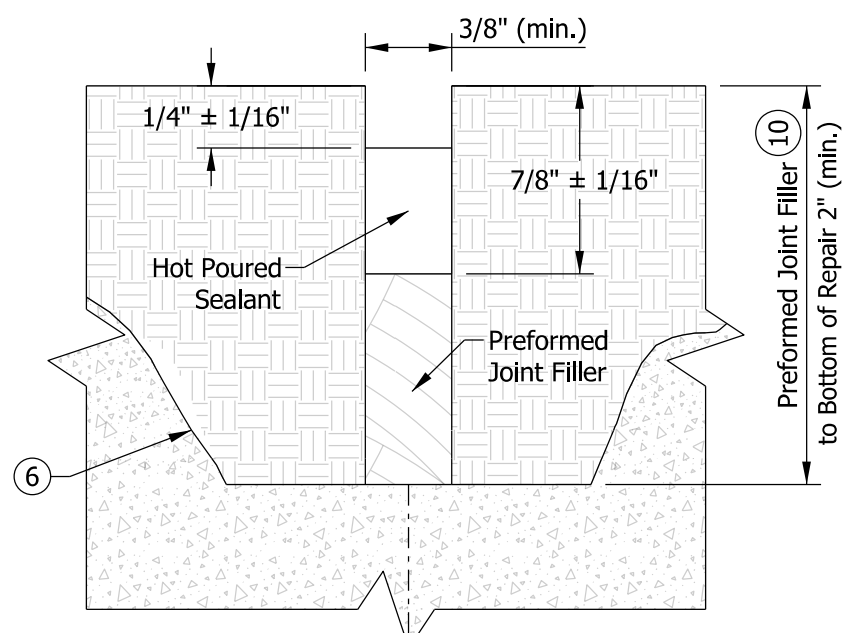
**REMOVAL DETAIL STRADDLING JOINT WITH EXPOSED TIE-BAR**



**REMOVAL DETAIL ADJACENT TO JOINT WITHOUT EXPOSED TIE-BAR**

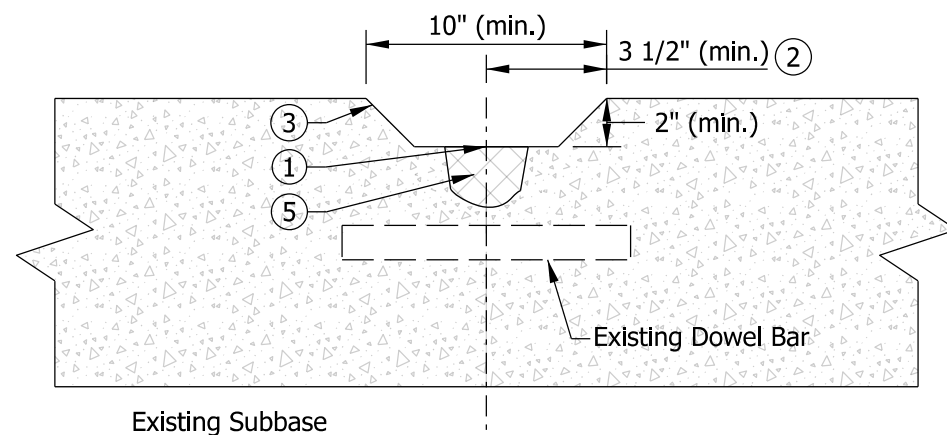


**JOINT DETAIL- SAW CUT OPTION**

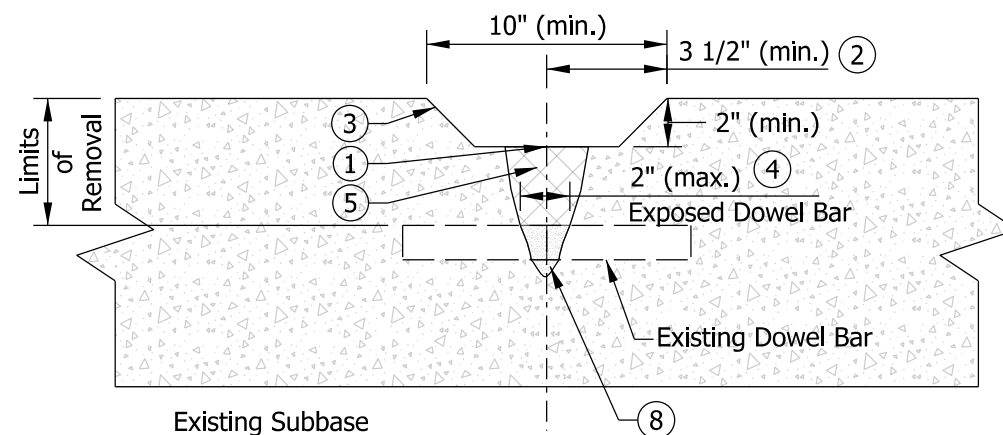


**JOINT DETAIL- PREFORMED JOINT FILLER OPTION (Final Configuration)**

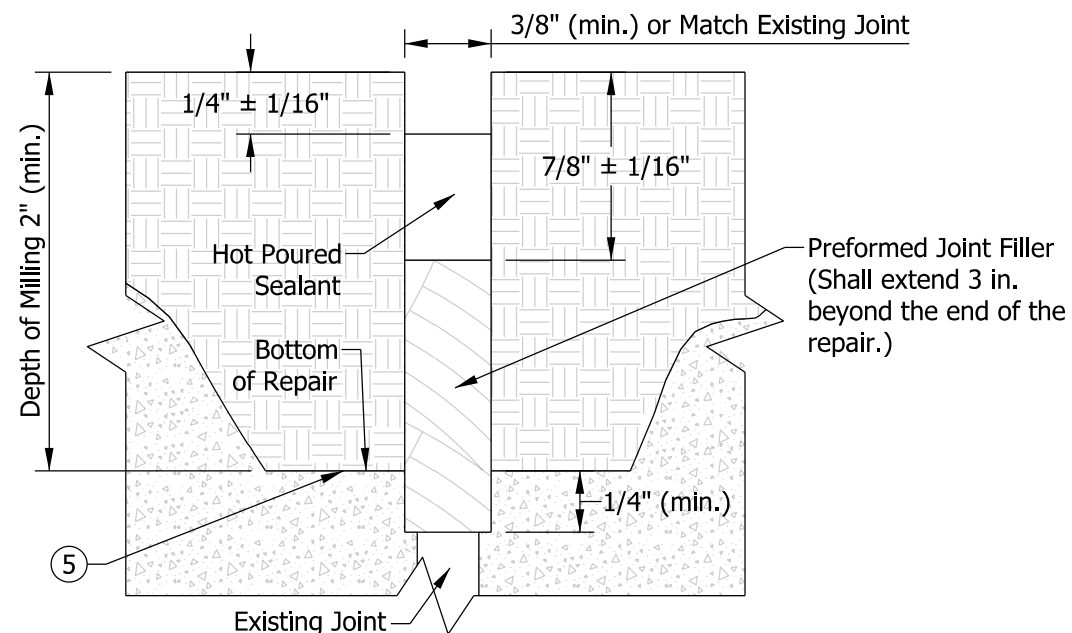
<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>	
<b>LONGITUDINAL JOINT REPAIR, PARTIAL DEPTH</b>	
<b>EFFECTIVE FOR LETTINGS ON OR AFTER 06-01-21</b>	
RECURRING PLAN DETAIL NO.	509-R-722d
Sheet 2 of 4	



**REMOVAL DETAIL WITHOUT EXPOSED DOWEL BAR  
STRADDLING JOINT**



**REMOVAL DETAIL WITH EXPOSED DOWEL BAR  
STRADDLING JOINT**



**JOINT REPAIR DETAILS  
(showing repair straddling joint)**

**NOTES:**

- ① Joints shall be reestablished by installing 3/8 in. preformed joint filler prior to concrete placement.
- ② Repairs that involve both sides of the joint shall have at least 3 1/2 in. of milling width on both sides of the joint. The overall milling width shall be at least 10 in.
- ③ Sides of repair shall be tapered 30° - 60° from vertical.
- ④ Full depth patching shall be used where the width of unsound concrete at the depth of the tie-bar exceeds 2 in.
- ⑤ 2 in. minimum milling shown, additional hand chipping may be required to remove unsound concrete.
6. Existing dowel bars exposed after removal that are either misaligned or severely corroded shall be removed to the face of existing concrete. For dowel bar tolerance, see Standard Drawing Series E 503-CCPJ.
7. Exposed areas of dowel bars shall be covered with duct tape as a bond breaker.
- ⑧ Any voids resulting from hand chipping that extend below the elevation of the top of the dowel bars shall be filled with dry clean sand. Removal of the unsound concrete below the elevation of the top of the dowel bars is not intended.
9. Joint repairs shall not terminate within a wheel path. Where existing deterioration exists within a wheel path, the limits of the repair should extend to the edge or center of the lane.

**LEGEND**

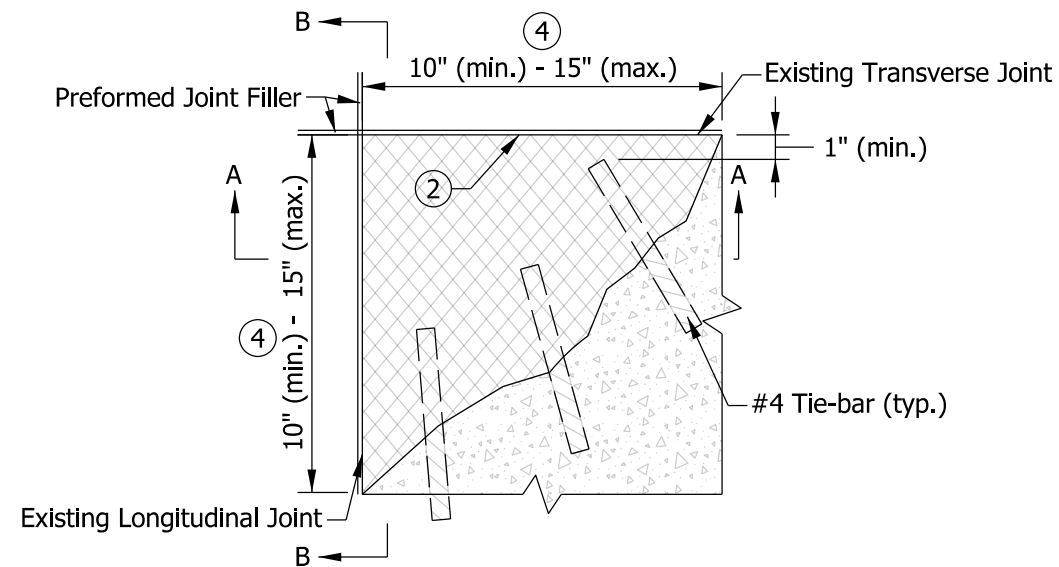
- |  |                  |  |                   |
|--|------------------|--|-------------------|
|  | Sand             |  | New Concrete      |
|  | Unsound Concrete |  | Existing Concrete |

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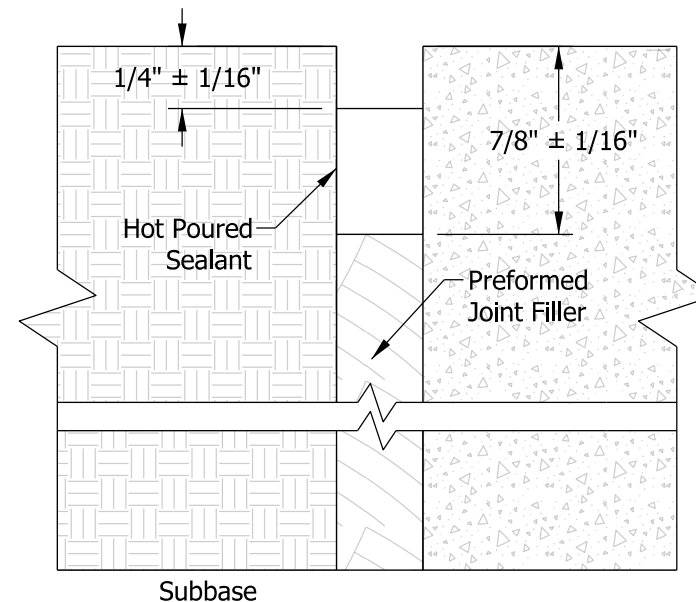
TRANSVERSE JOINT REPAIR,  
PARTIAL DEPTH

EFFECTIVE FOR LETTINGS ON OR AFTER 06-01-21

RECURRING PLAN DETAIL NO. 509-R-722d

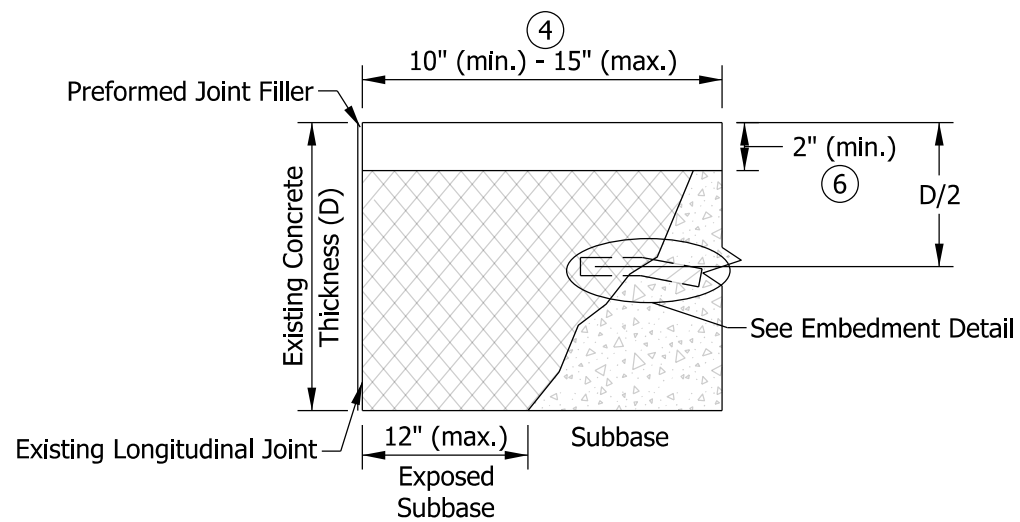


**CORNER SLAB REPAIR - PLAN VIEW**



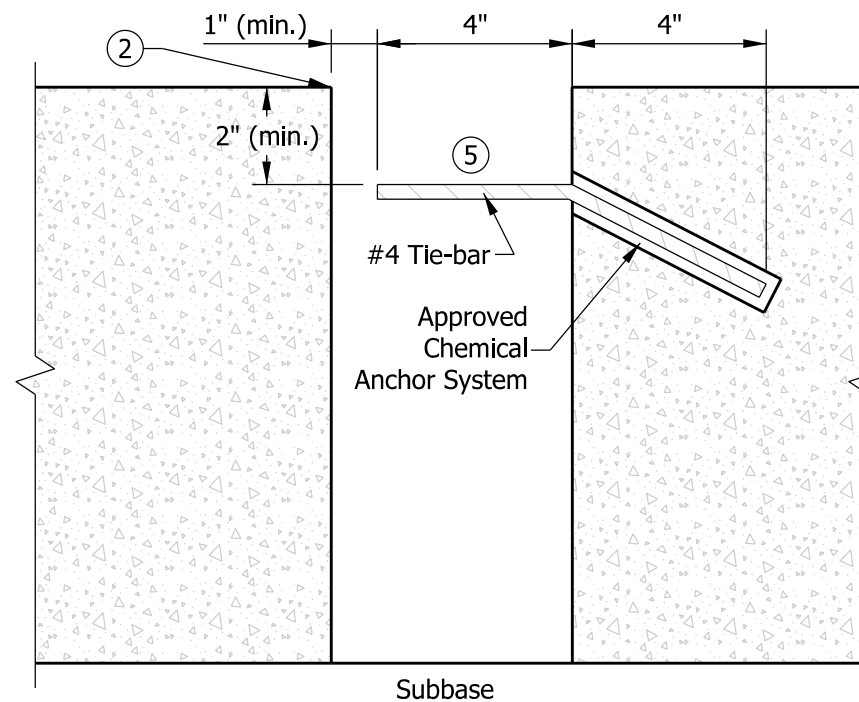
**SECTION B-B**

(showing repaired concrete)



**SECTION A-A**

(showing concrete removal)



**EMBEDMENT DETAIL**

**NOTES:**

1. #4 tie-bars shall be installed at 6 in. spacing, center to center while maintaining a minimum 2 in. of cover and 1 in. of clearance from the vertical sides of the joint.
- ② Joints shall be reestablished by installing full depth preformed expansion joint filler to match the existing transverse joint prior to concrete placement.
3. Area for joint repair, bottom-half will be measured at D/2.
- ④ 15 in. maximum or as approved by the Engineer.
- ⑤ #4 tie-bars may be installed at an angle to clear the adjacent existing concrete, but shall be field bent horizontal prior to installation.
- ⑥ Pay limits for partial depth joint repair.

**LEGEND**

- New Concrete
- Unsound Concrete
- Existing Concrete

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JOINT REPAIR,  
BOTTOM-HALF

EFFECTIVE FOR LETTINGS ON OR AFTER 06-01-21

RECURRING PLAN DETAIL NO. 509-R-722d

Sheet 4 of 4