



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

December 12, 2012

CALL NO. 206
CONTRACT ID NO. 121380
ADDENDUM # 3

Subject: Fayette-Woodford Counties, 121GR12D080-NH
Letting December 14, 2012

(1) Added - Note - Pages 24(c)-24(d) of 131

Proposal revisions are available at <http://transportation.ky.gov/Construction-Procurement/>.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

A handwritten signature in blue ink that reads "Ryan Griffith".

Ryan Griffith
Director
Division of Construction Procurement

RG:ks
Enclosures



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7-2033.00
US 60
Fayette/Woodford Cos.

Special Note for Locating and Verifying Placement of Tie Bars and Dowel Bars in JPC Pavement

All JPC Pavement on this project, regardless of depth, will be subject to testing by Ground Penetrating Radar (GPR). Driving lanes and shoulders will be tested to confirm the existence and verify placement of both tie bars in the longitudinal joints and dowel bars in the transverse joints. Personnel from the Kentucky Transportation Center at the University of Kentucky will perform all testing. The Engineer will make the final determination regarding necessary corrective work.

Tolerances

Dowel Bars – Transverse Dowel Bars, which are generally in baskets, should be located in center of the slab vertically and should not be skewed or translated. Contrary to Section 501 of the Standard Specifications and Standard Drawing RPS-020-13, place dowel bars to the tolerances shown in the following table:

Dimension	Tolerance
Horizontal offset	± 1 inch
Longitudinal translation	± 3 inches
Horizontal skew	$\frac{1}{2}$ inch, max
Vertical skew	$\frac{1}{2}$ inch, max
Vertical depth	<p>The minimum distance below the concrete pavement surface must be: $DB = T/3 + \frac{1}{2}$ inch</p> <p>Where: DB = vertical distance in inches, measured from concrete pavement surface to any point along the top of dowel bar T = actual concrete pavement thickness at joint location, in inches</p> <p>The maximum distance below the surface to any point along the dowel bar should be $2T/3$.</p>

Dowel bars determined to be out of tolerance are to be marked in the field with marking paint. If 3 bars or more (in a 12-foot transverse contraction joint) are higher than $T/3 + 1/2$ inch from the top of the slab or lower than $2T/3$ (as measured from the top) for the bottom of the slab then corrective work is required. If 3 or more bars (in a 12-foot transverse contraction joint) are translated longitudinally 3 inches or more then corrective work is required. Not more than two consecutive joints should have any bars that are skewed vertically or horizontally or corrective action will be required. The remediation of this problem will be per Special Note 11J.

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Tie Bars – Tie bars shall be placed perpendicular to the longitudinal joint and parallel with the concrete pavement surface at the mid-slab depth within the following tolerances:

1. Not less than ½ inch below the saw cut depth of joints;
2. Not less than 2 inches clearance from the concrete pavement's surface and bottom;
3. Embedment length tolerance of ± 6 inches.

If 2 consecutive bars are missing or outside of the tolerances listed above then the remedy will be cross stitching to place new bars. If 4 or more bars per slab are missing or outside of the tolerances listed above – even if not consecutive – then the missing bars are to be remedied by cross stitching.

NOTE: GPR testing will not be used to verify JPC Pavement thickness. JPC thickness will be measured according to Section 501.04.06 of the Standard Specifications.