July 19, 2012

REVISION OF SECTIONS 412 AND 709

TIE BARS

**NOTICE**

This is a standard special provision that revises or modifies CDOT’s *Standard Specifications for Road and Bridge Construction.* It has gone through a formal review and approval process and has been issued by CDOT’s Project Development Branch with formal instructions for its use on CDOT construction projects. It is to be used as written without change. Do not use modified versions of this special provision on CDOT construction projects, and do not use this special provision on CDOT projects in a manner other than that specified in the instructions unless such use is first approved by CDOT’s Standards and Specifications Unit. The instructions for use on CDOT construction projects appear below.

Other agencies which use the *Standard Specifications for Road and Bridge Construction* to administer construction projects may use this special provision as appropriate and at their own risk.

**Instructions for use on CDOT construction projects:**

Use in projects having concrete pavement.

July 19, 2012

REVISION OF SECTIONS 412 AND 709
TIE BARS

Subsections 412 and 709 of the Standard Specifications are hereby revised for this project as follows:

In subsection, 412.13 (a) 3rd paragraph, delete the first sentence and replace with the following:

Holes with a diameter 1/4 inch greater than the bar diameter shall be drilled laterally into the hardened concrete slabs at one half the slab depth, 36 inches on center, 15 to 16 inches deep.

In subsection 412.13 (a), delete the 5th paragraph and replace with the following:

When tie bars are placed in plastic state concrete or drilled and epoxied into a construction joint, and if required by the Engineer, the Contractor shall demonstrate by testing at least 15 of the tie bars that the bar pullout resistance is at least 11,250 pounds with slippage of 1/16 inch or less. If two or more tie bars do not meet the required pullout resistance, then another 15 tie bars shall be tested. If any of the second 15 do not meet the required pullout resistance, then all remaining tie bars shall be tested. The Contractor shall perform additional pullout tests and take corrective action when and as directed. All steps taken to test bars, and to correct, repair or replace failed tie bars and the surrounding failed area shall be at the Contractor’s expense. Concrete strength shall have a compressive strength of at least 2500 psi before testing. ASTM E488 shall be used for performing pullout testing..

Delete subsection 412.13 (b) 1 and replace with the following:

1. *Longitudinal Weakened Plane Joints.* Epoxy coated deformed steel tie bars shall be inserted into the plastic state concrete after the auger. In the event the tie bars are placed behind the machine paving mold, vibration will be required during placement. Other methods of bar placement may be acceptable if the Contractor can demonstrate satisfactory performance of the alternate method. Proposals of alternate methods or additional costs associated with other methods shall be at the Contractor’s expense. Tie bars shall be placed according to a method approved by the Engineer. The Contractor shall use an MIT Scan-2 to evaluate the location of tie bars that cannot be visually inspected. Each longitudinal joint located within the dowel bar test locations described in subsection 412.13 (b) 2 that were not visually inspected shall be evaluated with the MIT Scan-2. The MIT Scan-2 shall be calibrated for the tie bar size placed. The tie bars shall be located within the middle third of the slab, and a minimum of ½ inch below the saw cut. Tie bars shall have a minimum embedment of 12 inches on each side of the joint. The weakened plane joint shall be made by sawing in hardened concrete in accordance with the plan details.

Tie bars that are cut during sawing operations shall be replaced at the contractor’s expense. Tie bars that are located less than 2 inches above the bottom of the slab shall be replaced at the contractor’s expense. Tie bars that are not embedded a minimum of 12 inches on each side of the joint shall be replaced. When the spacing between two in-place tie bars exceeds 40 inches but less than 72 inches, a tie bar will be installed halfway between the two tie bars, unless this installation location is within 12 inches of a transverse weakened plane joint. When the spacing between two in-place tie bars exceeds 72 inches, tie bars will be installed at an even spacing not to exceed 36 inches, but shall not be installed within 12 inches of a transverse weakened plane joint. The Contractor shall submit to the Engineer a method for replacing the tie bars. The Contractor shall not proceed to replace the tie bars until the method for replacement has been approved by the Engineer.

In subsection, 709.03, delete the first paragraph and replace with the following:

**709.03 Dowel Bars and Tie Bars.** Tie bars for longitudinal and transverse joints shall conform to AASHTO M 284 and shall be grade 60, epoxy-coated, and deformed. Bar size shall be as designated on the Standard Plan M-412-1.