

Department of Transportation

Rapid City Region Office

2300 Eglin Street

P.O. Box 1970

Rapid City, SD 57709-1970

Phone: 605/394-2244

FAX: 605/394-1904

September 13, 2016

ADDENDUM NO. 2

RE: September 15, 2016 Rapid City Region Office Informal Letting
411D454, Pennington County, PCN 04gn
Nonreinforced PCC Paving – Rapid City Region DOT Yard

TO WHOM IT MAY CONCERN:

The following addenda to the plans shall be inserted and made part of your proposal for the referenced project.

PROPOSAL:

- Please replace the DOT-123 with the attached DOT-123.

PLANS:

- Please replace the plans with the attached. The contraction joints were changed to improve constructability and the northern limits were changed to minimize disruption of existing conditions.

Sincerely,

John Rehorst
Region Design Engineer

DOT-123
(5/05)

[illegible]CITY AND /OR COUNTY Pennington County

BUDGET SOURCE FY17 Building.

FINALS ENGINEER REVIEW REQUIRED

☒ YES ☐ NO

REGION MATERIALS CERTIFICATION REQUIRED

☒ YES ☐ NO

CERTIFIED INSPECTORS/TESTERS REQUIRED

☒ YES ☐ NO

TO BE INSTALLED ON THE CM&P

☒ YES ☐ NO

TYPE, PURPOSE AND LOCATION OF WORK Nonreinforced PCC Paving Rapid City Region DOT Yard

ESTIMATE OF QUANTITIES AND COST

BID ITEM NUMBER	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
009E0010	Mobilization	Lump Sum	LS		
120E6200	Water for Granular Material	14.0	MGal		
250E0020	Incidental Work, Grading	Lump Sum	LS		
260E1010	Base Course	1204	Ton		
380E0050	8" Nonreinforced PCC Pavement	2710	SqYd		
380E6000	Dowel Bar	1944	Each		
380E6110	Insert Steel Bar in PCC Pavement	50	Each		
650E0080	Type B68 Concrete Curb and Gutter	92	Ft		
TOTAL					

CONTRACTORS PROPOSAL STATEMENT

The undersigned does hereby agree to furnish the labor and/or material in the quantities, at the unit price, for the purpose and in the place all in accordance with attached provisions upon approval of this Proposal by the State Transportation Commission. This document becomes the contract when signed by the Contractor and a Department of Transportation Representative. The Contractor agrees to provide services in compliance with the Americans with Disabilities Act of 1990. The Contractor agrees to provide a certificate of insurance prior to commencing work, for liability coverage for the duration of the work as per the current edition of the SDDOT Standard Specifications for Roads and Bridges.

PROPOSED START DATE

SUBSTANTIAL COMPLETION REQUIREMENT

FIELD WORK COMPLETION REQUIREMENT	November 30, 2016
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SUBSCRIBED AND SWORN TO BEFORE ME THE
DAY OF _____, 20____

SIGNATURE _____
COMPANY _____
ADDRESS _____

NOTARY – My Commission Expires _____ **FED. TAX ID NUMBER** _____

RECOMMENDED FOR APPROVAL:

CONSTRUCTION/MAINTENANCE ENGR. DATE

REGION ENGINEER _____ DATE _____

DIRECTOR OF OPERATIONS _____ **DATE** _____

APPROVED FOR THE TRANSPORTATION COMMISSION

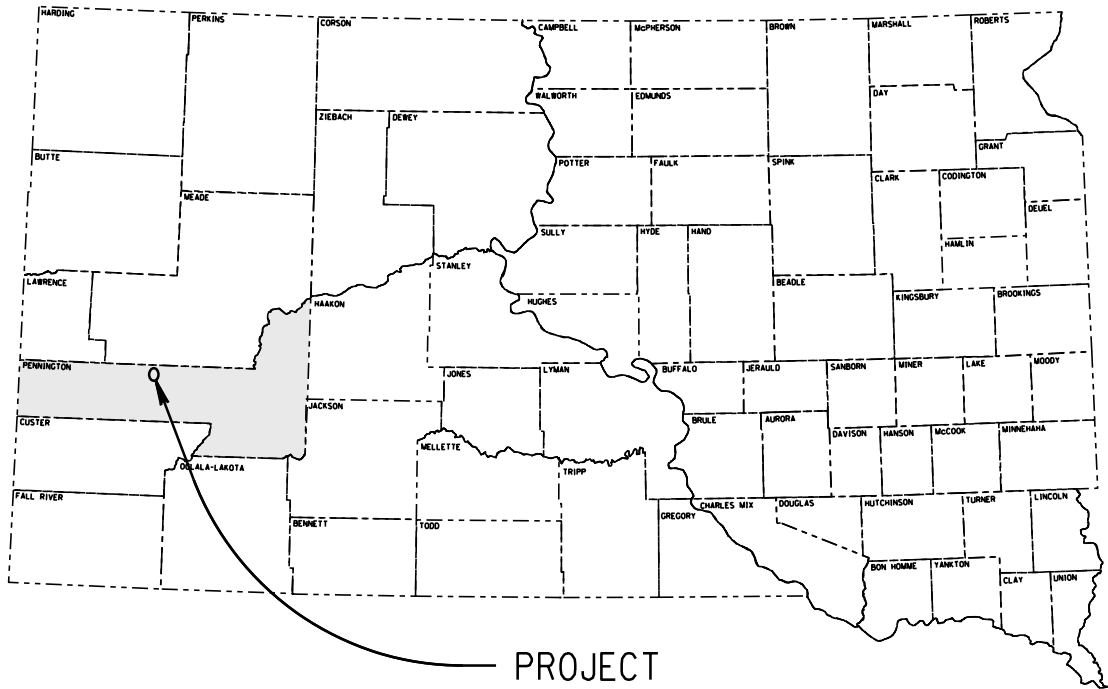
NAME	TITLE	DATE
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APPROVED as per Federal Highway Stewardship Provisions this _____ day of _____, 20____

PROJECT DEVELOPMENT ENGINEER

Plot Scale - 1:200

Plotted From - Irrc11951



STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
PROJECT 411D454
Rapid City Region DOT Yard
PENNINGTON COUNTY

Nonreinforced PCC Paving
PCN i4gn

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	411D454	1	12

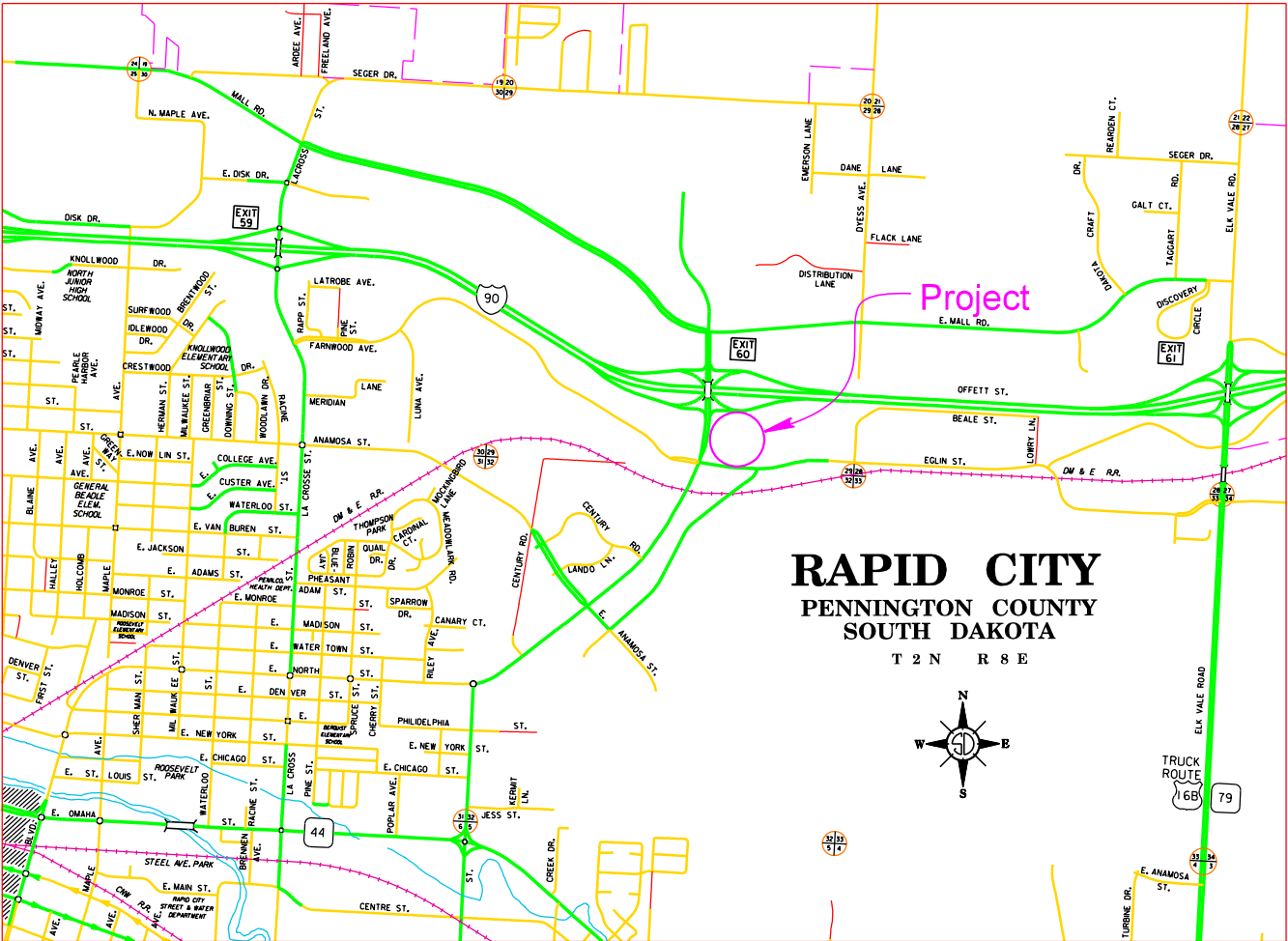
Plotting Date: 09/09/2016
Revised Date: 9/9/16 jpr

INDEX OF SHEETS

- Sheet 1: Map and Index
- Sheet 2 to 3: Plan Notes and Estimate of Quantities
- Sheet 4: PCCP Location
- Sheet 5: PCCP Joint Layout
- Sheet 6 to 8: Cross Sections
- Sheet 9 to 12: Standard Plates

T2N

R8E



STORM WATER PERMIT
None Required

SCALE
SUBURBAN

- PLAN 1"=100'
- PROFILE, { HORIZONTAL: 1"=100'
VERTICAL: 1"=20'
- CROSS SECTIONS { HORIZONTAL: 1"=20'
VERTICAL: 1"=10'

FILE - ..\R00\REG0803\09\PC0411D454\DOT\TITLE.DGN

PLOT NAME -

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
120E6200	Water for Granular Material	14.0	MGal
250E0020	Incidental Work, Grading	Lump Sum	LS
260E1010	Base Course	1,204.0	Ton
380E0050	8" Nonreinforced PCC Pavement	2,710.0	SqYd
380E6000	Dowel Bar	1,944	Each
380E6110	Insert Steel Bar in PCC Pavement	50	Each
650E0080	Type B68 Concrete Curb and Gutter	32	Ft

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 2015 Edition and Required Provisions, Supplemental Specifications, and Special Provisions as included in the Proposal.

ENVIRONMENTAL COMMITMENTS

An Environmental Commitment is a measure that SDDOT commits to implement in order to avoid, minimize, and/or mitigate a real or potential environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency mentioned below with permitting authority can influence a project if perceived environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office. The environmental commitments associated with this project are as follows:

COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

Construction activities constitute 1 acre or more of earth disturbance.

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor shall furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) shall be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Environment and Natural Resources.

The waste disposal site(s) shall not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements shall apply:

- Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials shall be buried in a trench completely separate from wood debris. The final cover over the construction and/or demolition debris shall consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW shall be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor shall control the access to waste disposal sites not within the Public ROW through the use of fences, gates, and placement of a sign or signs at the entrance to the site stating "No Dumping Allowed".
- Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period of time not to exceed the duration of the project. Prior to project completion, the waste shall be removed from view of the ROW or buried and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06.

Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) shall be incidental to the various contract items.

COMMITMENT I: HISTORICAL PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historical Preservation Office (SHPO or THPO) for all work included within the project limits and all department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require review of cultural resources impacts. This work includes, but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor shall arrange and pay for a cultural resource survey and/or records search. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	411D454	2	12

Revised date: 9/9/16 jpr

The Contractor shall provide ARC with the following: a topographical map or aerial view on which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor shall submit the records search or cultural resources survey report and if the location of the site is within the current geographical or historic boundaries of any South Dakota reservation to SDDOT Environmental Engineer, 700 East Broadway Avenue, Pierre, SD 57501-2586 (605-773-3180). SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

If evidence for cultural resources is uncovered during project construction activities, then such activities shall cease and the Project Engineer shall be immediately notified. The Project Engineer will contact the SDDOT Environmental Engineer in order to determine an appropriate course of action.

SHPO/THPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor shall provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

COMMITMENT K: RAPID CITY AREA AIR QUALITY CONTROL ZONE

Administrative Rule of South Dakota (ARSD) 74:36:18:03 states that "no state facility or state contractor may engage in any construction activity or continuous operation activity within the Rapid City air quality control zone which may cause fugitive emissions of particulate to be released into the ambient air without first obtaining a permit issued by the board or the secretary."

Construction activity is defined as any temporary activity at a state facility, which involves the removal or alteration of the natural or pre-existing cover of one acre or more of land. One acre of surface area is based on a cumulative area of disturbance to be completed for the entire project. Construction activity shall include, but not be limited to, stripping of topsoil, drilling, blasting, excavation, dredging, ditching, grading, street maintenance and repair, or earth moving. Construction activity is generally completed within one year. It also includes stockpiles, access roads, and disposal areas. An off-site disposal area of excess material will require an additional permit.

Action Taken/Required:

In order to be considered eligible for authorization to conduct a construction activity under the terms and conditions of this permit, the owner operator must submit a Notice of Intent (NOI) form. The form must be submitted to the address below at least seven business days prior to the anticipated date of beginning the construction activity.

South Dakota Department of Environment and Natural Resources Air Quality Program
523 East Capitol, Joe Foss Building

**COMMITMENT K: RAPID CITY AREA AIR QUALITY CONTROL ZONE
(CONTINUED)**

Pierre, SD 57501-3181
Phone: 605-773-3151

The permit requires the Contractor to use reasonably available technology to control fugitive dust emissions. The Contractor is required to use control measures for track out, paved areas, unpaved roads, unpaved parking lots, disturbed areas, and for material handling and storage. The control measures that the Contractor is required to use are listed in the permit.

INCIDENTAL WORK, GRADING

Remove and dispose of two stockpiles of material, located approximately 300' east of the work site. One stockpile, estimated at 470 cubic yards, consists primarily of salvaged asphalt concrete ranging in size from granular to 2' chunks. The other stockpile, estimated at 195 cubic yards, consists primarily of a mixture of dirt, gravel, granular asphalt, and salvaged asphalt concrete up to 2' in size. Payment for the bid item Incident Work, Grading – L.S. will be full compensation to load, haul, and dispose of both stockpiles.

EXCAVATION PERFORMED BY SDDOT

The SDDOT will perform the necessary excavation and preparation of the subgrade for installation of Base Course. The Contractor shall coordinate with Bob Smith, Rapid City DOT Maintenance Supervisor, 381-7174, two weeks prior to installation of Base Course.

ALKALI SILICA REACTIVITY

Fine aggregate shall conform to Section 800.2 D. Alkali Silica Reactivity (ASR) Requirements of the Specifications.

Below is a list of known fine aggregate sources and the average corresponding 14 day expansion values:

<u>Source</u>	<u>Location</u>	<u>Expansion Value</u>
Bachman	Winner, SD	0.335*
Bitterman	Delmont, SD	0.316*
Concrete Materials	Corson, SD	0.170
Croell	Hot Springs, SD	0.089
Croell	Wasta, SD	0.212
Emme Sand & Gravel	Oneil, NE	0.217
Fisher S&G – Mickelson Pit	E. of Nisland, SD	0.129
Fisher S&G - Vallery Pit	Nisland, SD	0.110
Fisher S&G	Rapid City, SD	0.092
Fisher S&G	Spearfish, SD	0.053
Fisher S&G	Wasta, SD	0.159
Fuchs	Pickstown, SD	0.275*
Higman	Akron, IA	0.203
Higman	Hudson, SD	0.187
Hilde	Madison, SD	0.116
Jensen	Herried, SD	0.276*
L.G. Everist	Brookings, SD	0.186
L.G. Everist	Hawarden, IA	0.166
L.G. Everist	Summit, SD	0.178
Morris	Blunt, SD	0.192
Morris - Richards Pit	Onida, SD	0.188
Myrl & Roys – Ode Pit	E Sioux Falls, SD	0.214

Myrl & Roys - Nelson Pit	NE Sioux Falls, SD	0.156
Northern Concrete Agg.	Rauville, SD	0.113
Northern Concrete Agg.	Luverne, MN	0.133
Opperman - Gunvordahl Pit	Burke, SD	0.362*
Opperman - Cahoy Pit	Herrick, SD	0.307*
Opperman - Jones Pit	Burke, SD	0.321*
Opperman - Randall Pit	Pickstown, SD	0.239
Pete Lien & Sons	Creston, SD	0.158
Pete Lien & Sons	Oral, SD	0.129
Pete Lien & Sons	Wasta, SD	0.192
Thorpe Pit	Britton, SD	0.098
Wagner Building Supplies	Pickstown (Wagner), SD	0.241
Winter Brothers- Whitehead Pit	Brookings, SD	0.197

* These sources will require Type V cement in the concrete mix design and Class F (Modified) fly ash as specified.

The Department will use the running average of the last three known expansion test results or less for determining acceptability of source and the required Type of cement. These expansion results are reported in the preceding table. Additional testing, when requested by the Contractor, will be performed by the Department at the Contractor's expense.

The values listed in the table are intended for use in bidding. If a previously tested pit by SDDOT with acceptable test values (less than 0.250) is discovered after letting to require Type V cement (greater than 0.250) the Department will accept financial responsibility for the change from Type II to Type V cement.

Type II or Type V cement will not change the requirement for the fly ash. The cost for either type of cement shall be subsidiary to the contract item.

LOCATION OF CONCRETE PAVEMENT JOINTS

The location of joints, as shown on the "PCC Pavement Layout" sheets, are only approximate locations to be used as a guide in the final location of joints and to afford bidders a basis for estimating the construction costs of the joints. The final locations of the joints are to be designated by the Engineer during construction.

TABLE OF INSERT STEEL BAR IN PCC PAVEMENT

	Insert Steel Bar in PCC Pavement	
Location	(EACH)	Comments
0+24 to 0+74	50	Epoxy Coated Dowel Bar 1 1/4" x 18"

TABLE OF DOWEL BARS

	Dowel Bar	
Location	(EACH)	Description
0+00 to 2+28	1944	18 Contraction Joints @ 108

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	411D454	3	12

Revised date: 9/9/16 jpr

8" NONREINFORCED CONCRETE PAVEMENT

The fine aggregate shall be screened over a 1 inch square opening screen just prior to introduction into the concrete paving mix. The Contractor will screen all of the aggregate to prevent the incorporation of foreign materials (ie: mud balls) into the concrete mix.

A construction joint will be sawed whenever new concrete pavement is placed adjacent to existing concrete pavement.

The transverse contraction joints shall be perpendicular to the centerline as detailed in the standard plates 380.01 and 380.08. In multilane areas the transverse contraction joints shall be perpendicular to the centerline and be in a straight line across the width of the pavement. In special situations the Engineer may pre-approve transverse contraction joints that do not meet these requirements. All nonconforming transverse contraction joints that are not pre-approved shall be removed at the Contractor's expense. Any method of placement that cannot produce these requirements shall not be allowed to continue.

TABLE OF 8" NONREINFORCED PCC PAVEMENT

			8" Nonreinforced PCC Pavement
Sta.	L	W	(SqYd)
0+00 to 2+64	108	228	2736
Area Behind Curb and Gutter Area			-26
		Total	2710

TABLE OF MATERIALS

Base Course shall be placed 8" thick.

Water for Granular Material shall be applied at the rate of 12 gal. per ton.

		Base Course	Water for Granular Material
Description	SqYd	(Ton)	(MGal)
Base Course 8"	2710	1204	14

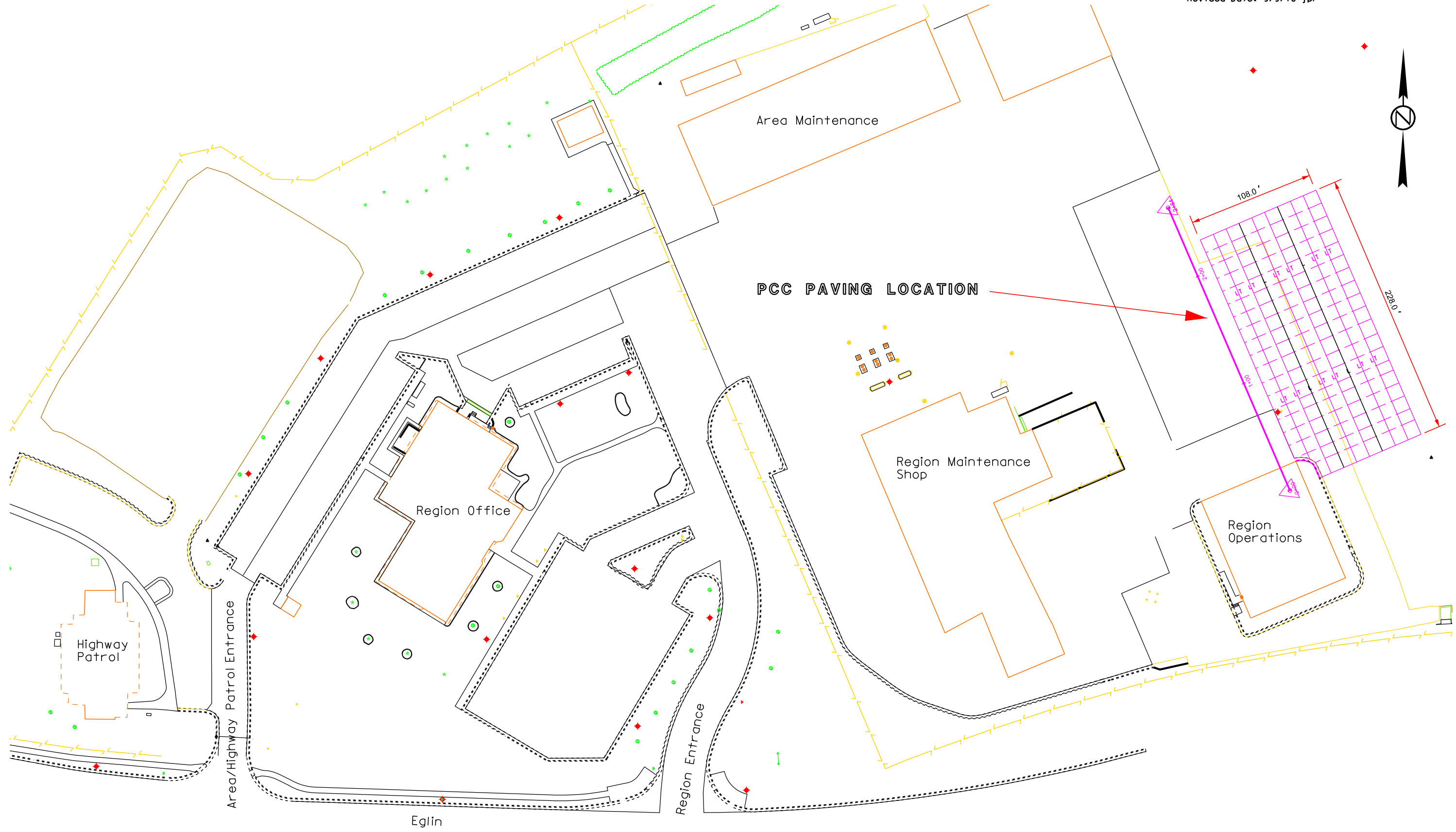
TRAFFIC CONTROL

The SDDOT will provide all necessary traffic control for the project. The Contractor shall provide a 2 week notice prior to beginning work.

RAPID CITY REGION MAP

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	411D454	4	12

Plotting Date: 09/09/2016
Revised Date: 9/9/16 jpr



PLOT SCALE - 1:80

PLOTTED FROM - TRRC11951

PLOT NAME - 7

FILE - ... \PCCP LAYOUT LOCATION.DGN

PLOT SCALE - 1"=40'

PLOTTED FROM - TRRC11951

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	411D454	5	12

Plotting Date: 09/09/2016
Revised Date: 9/9/16 jpr

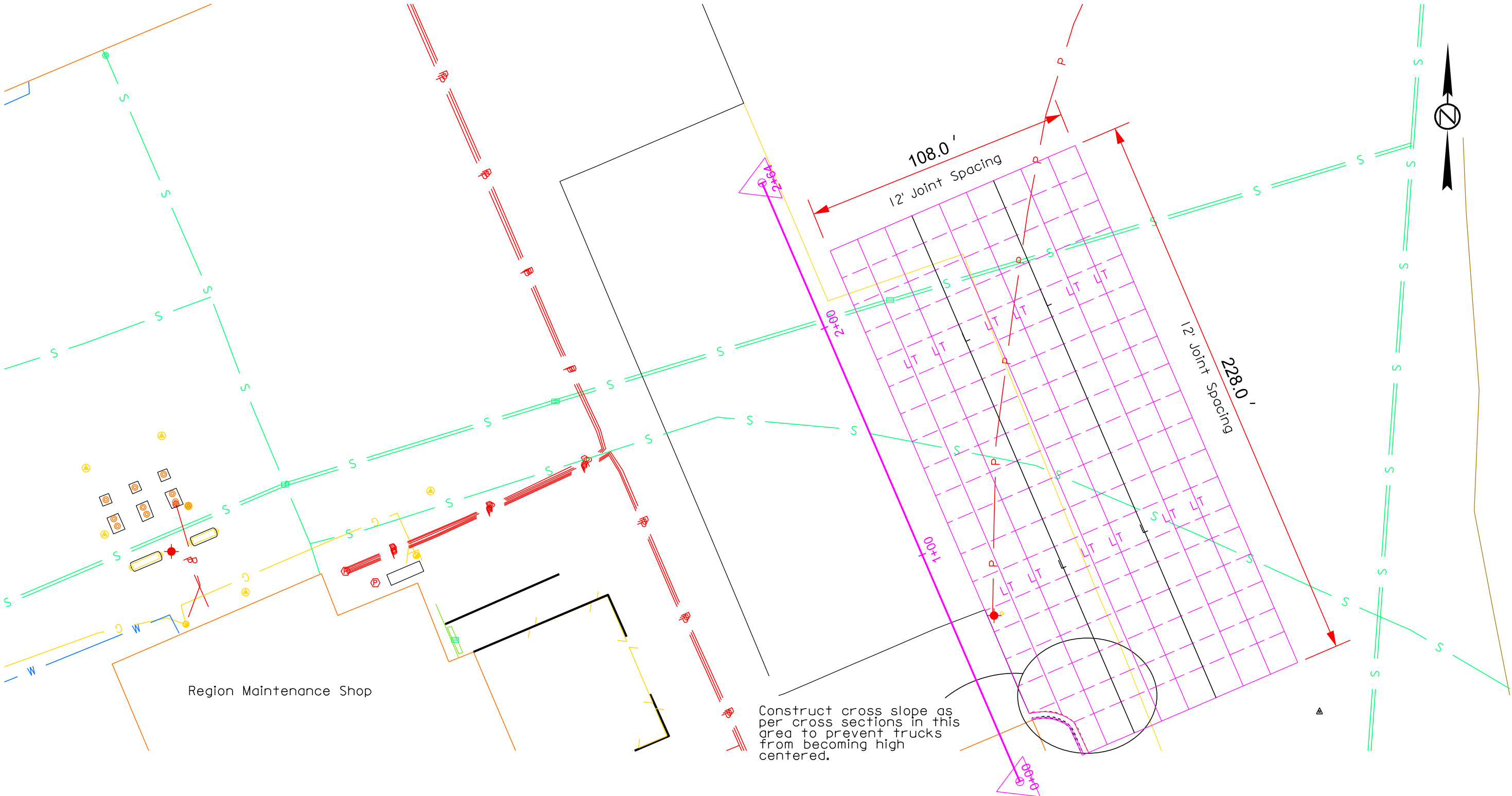
PCC PAVEMENT JOINT LAYOUT

RC Region DOT Maintenance Yard, I-90 Exit 60

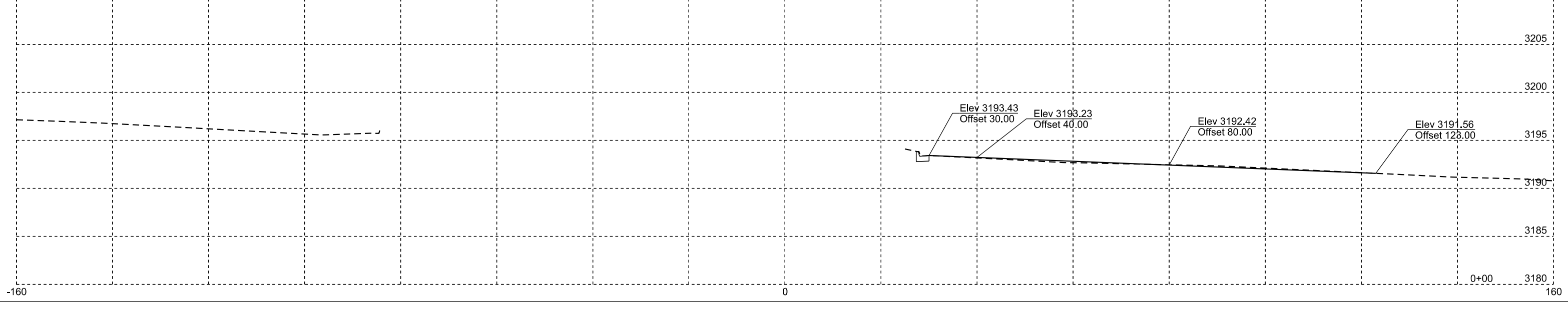
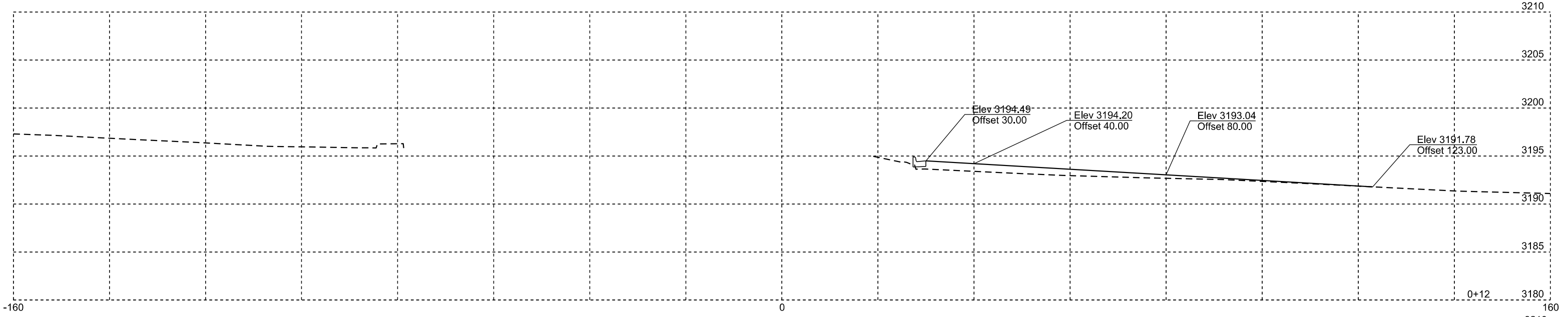
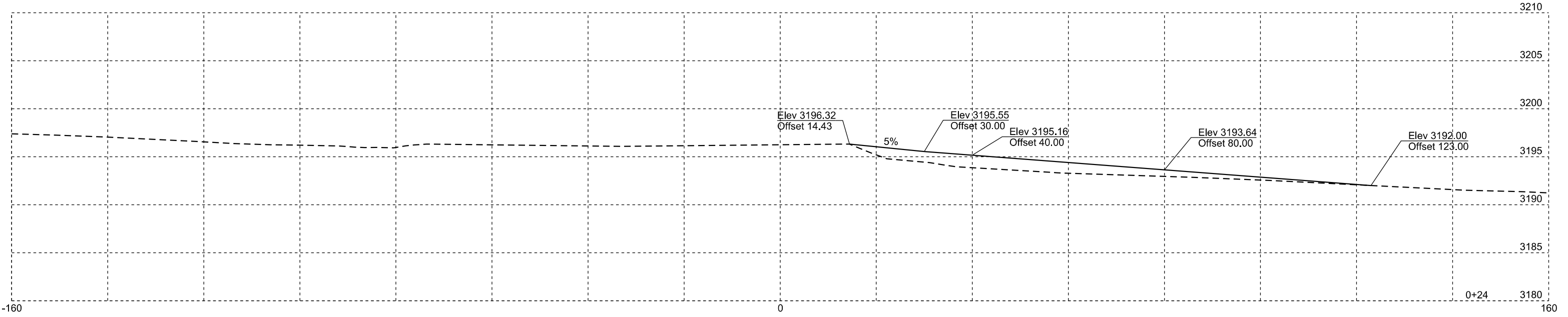
LEGEND:

Longitudinal Joint Without Tie Bars (Construction or Sawed) ——— L ——— L ———
Longitudinal Joint With Tie Bars (Construction or Sawed) ——— LT ——— LT ———
Transverse Contraction Joint ——— S ——— S ———

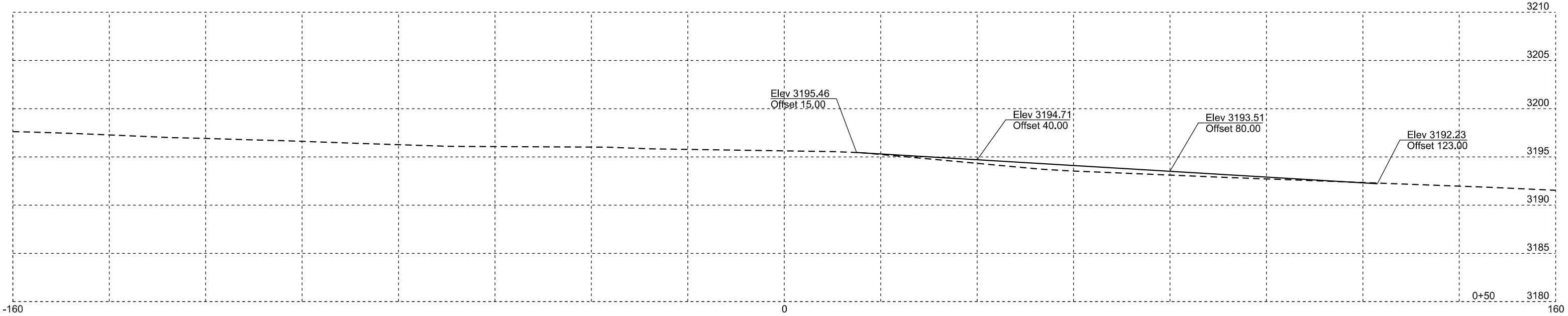
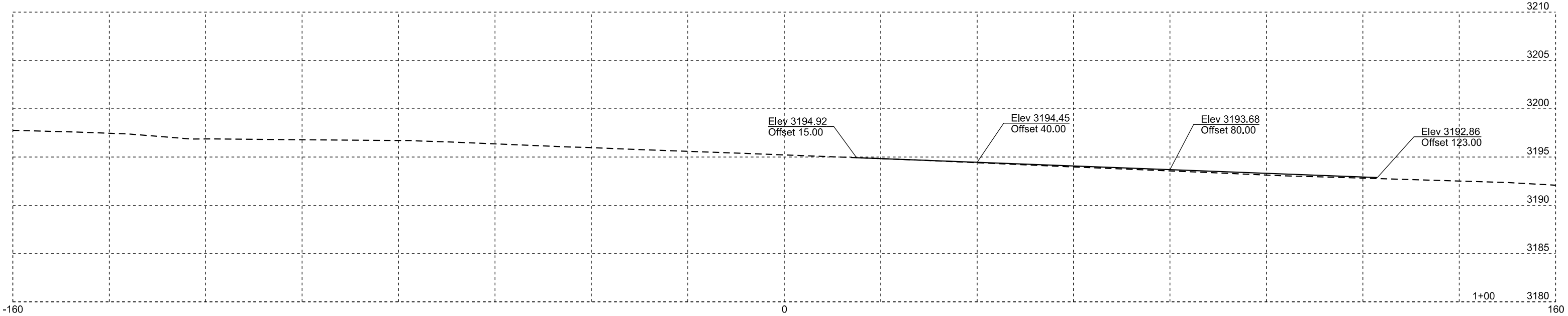
Install 8" Nonreinforced PCCP 108' x 228'



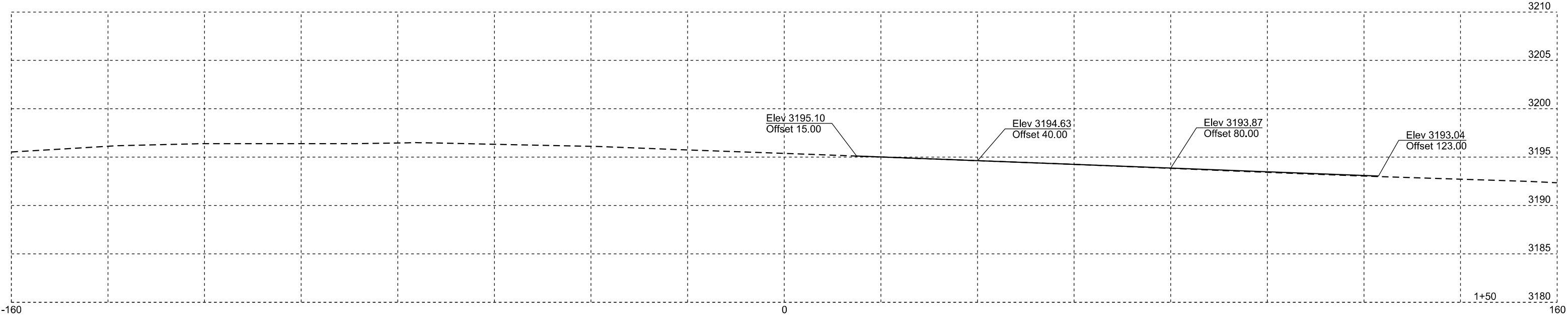
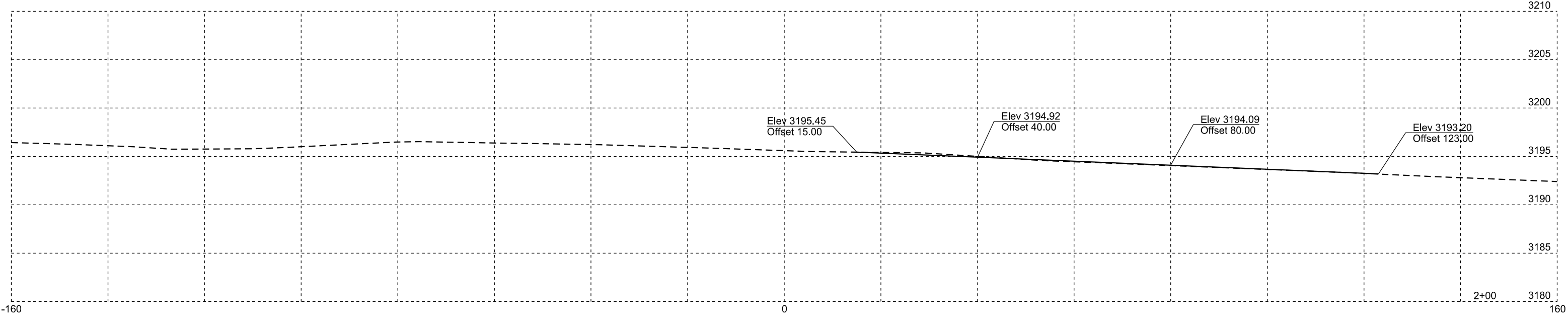
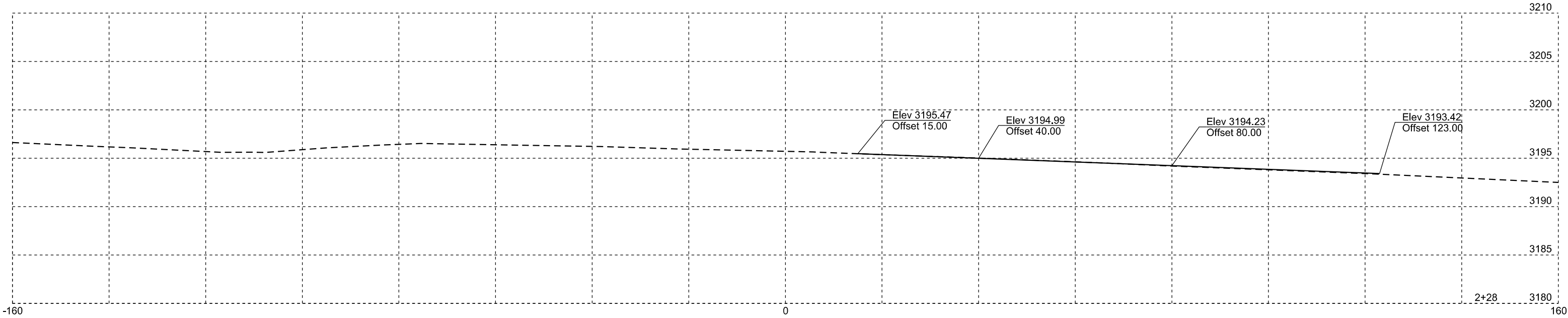
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	411D454	6	12

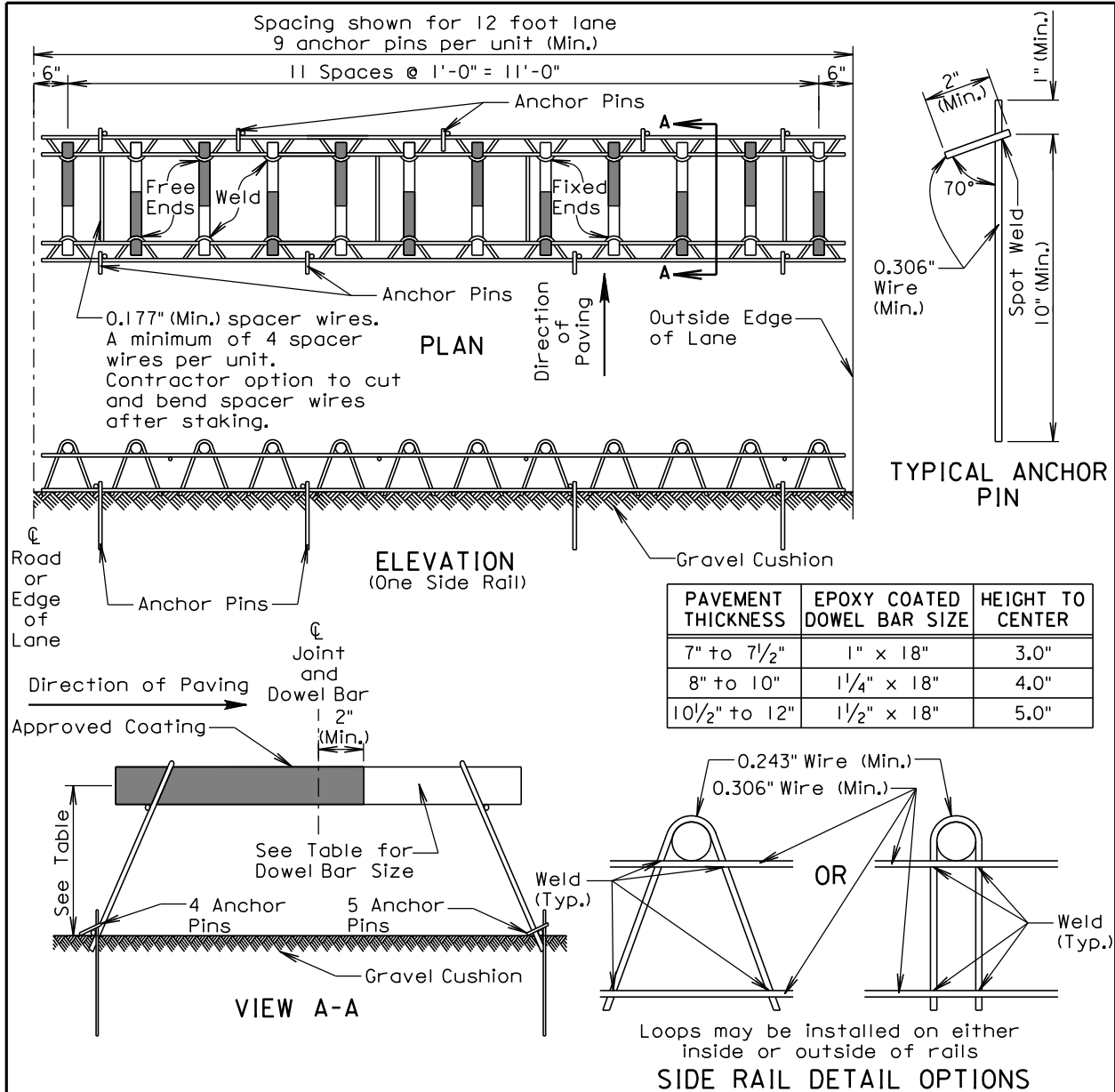


STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	411D454	7	12



STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	411D454	8	12





GENERAL NOTES:

Longitudinal joint tie bars shall be placed a minimum of 15 inches from the transverse contraction joint.

Centerline of individual dowel bars shall be parallel to top of subgrade ±1/8 inch in 18 inches and to all other dowel bars in the assembly ±1/16 inch in 18 inches.

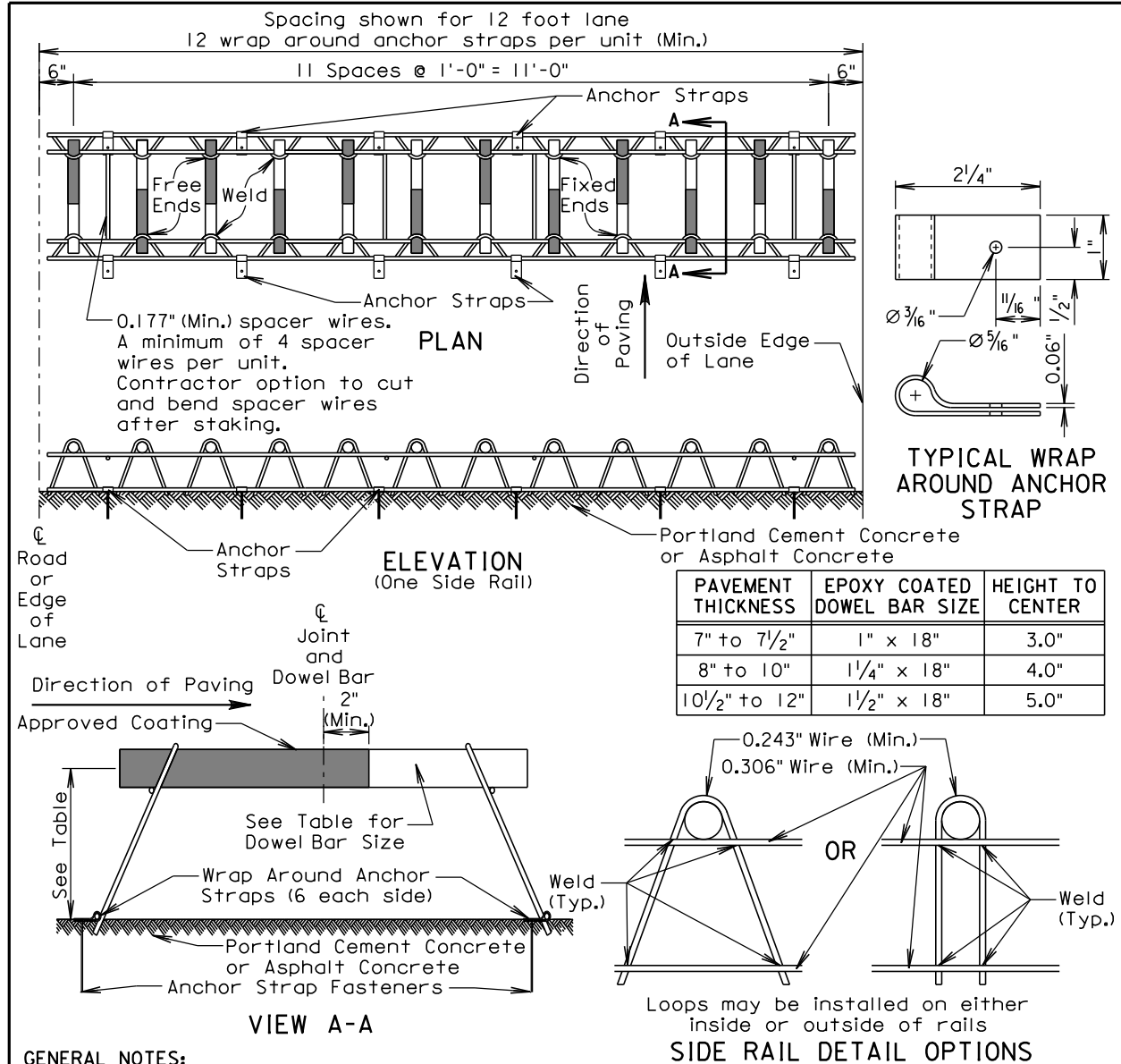
Centerline of individual dowel bars shall be parallel to the centerline of the roadway ±1/2 inch in 18 inches.

The transverse contraction joints shall be sawed perpendicular to the centerline of the roadway and the dowel bars shall be centered on the sawed joint ±1 inch.

Supporting devices as shown on this sheet, or equivalent as approved by the Engineer, shall be used to maintain proper horizontal and vertical alignment of the dowel bars.

August 30, 2013

Published Date: 3rd Qtr. 2016	S D D O T	PCC PAVEMENT DOWEL BAR ASSEMBLY FOR TRANSVERSE CONTRACTION JOINTS 12 Bar Assembly on Granular Base Material	PLATE NUMBER 380.01
			Sheet 1 of 1



GENERAL NOTES:

Longitudinal joint tie bars shall be placed a minimum of 15 inches from the transverse contraction joint.

Centerline of individual dowel bars shall be parallel to top of subgrade ±1/8 inch in 18 inches and to all other dowel bars in the assembly ±1/16 inch in 18 inches.

Centerline of individual dowel bars shall be parallel to the centerline of the roadway ±1/2 inch in 18 inches.

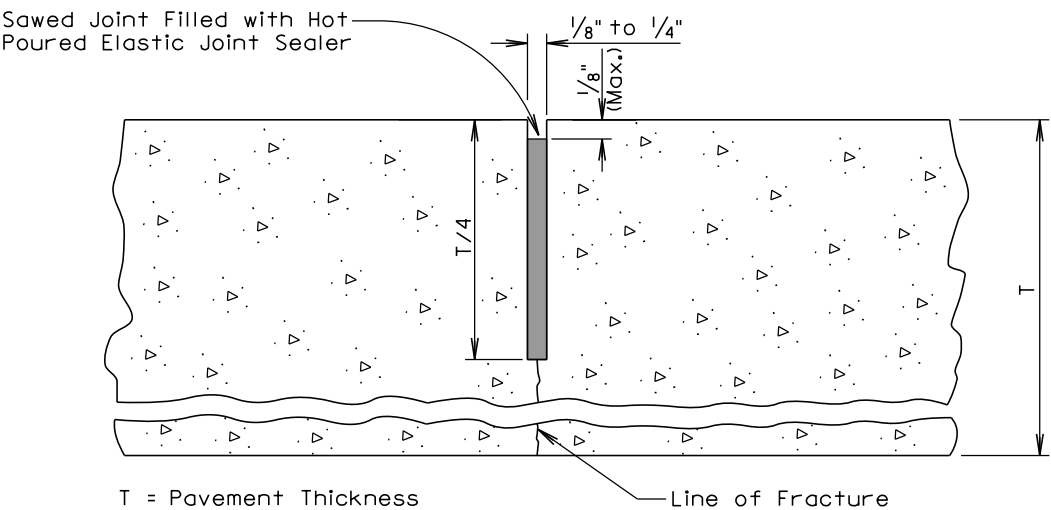
The transverse contraction joints shall be sawed perpendicular to the centerline of the roadway and the dowel bars shall be centered on the sawed joint ±1 inch.

Supporting devices as shown on this sheet, or equivalent as approved by the Engineer, shall be used to maintain proper horizontal and vertical alignment of the dowel bars.

Appropriate anchor strap fasteners shall be used to prevent movement of the dowel bar assemblies during the paving operation.

August 30, 2013

Published Date: 3rd Qtr. 2016	S D D O T	PCC PAVEMENT DOWEL BAR ASSEMBLY FOR TRANSVERSE CONTRACTION JOINTS 12 Bar Assembly on Hard Surfaced Base Material	PLATE NUMBER 380.02
			Sheet 1 of 1



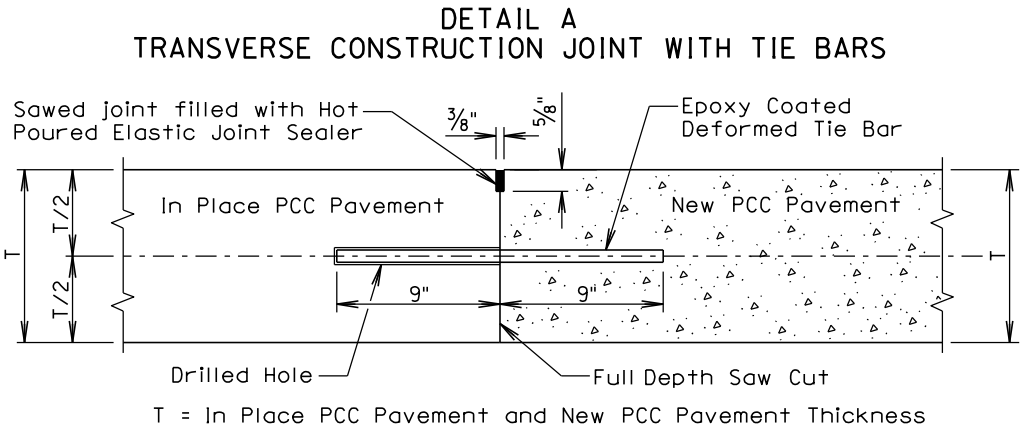
GENERAL NOTES:

If an early entrance sawcut does not develop the full transverse crack, then the saw cut to control cracking shall be a minimum of 1/4 the thickness of the pavement.

All hot poured elastic joint sealer material spilled on the surface of the concrete pavement shall be removed as soon as the material has cooled. The extent of removal of material shall be to the satisfaction of the Engineer. All costs for removal of the spilled joint sealer material shall be borne by the Contractor.

June 26, 2015

Published Date: 3rd Qtr. 2016	S D D O T	PCC PAVEMENT TRANSVERSE CONTRACTION JOINT WITH OR WITHOUT DOWEL BAR ASSEMBLY	PLATE NUMBER 380.05
			Sheet 1 of 1



GENERAL NOTES:

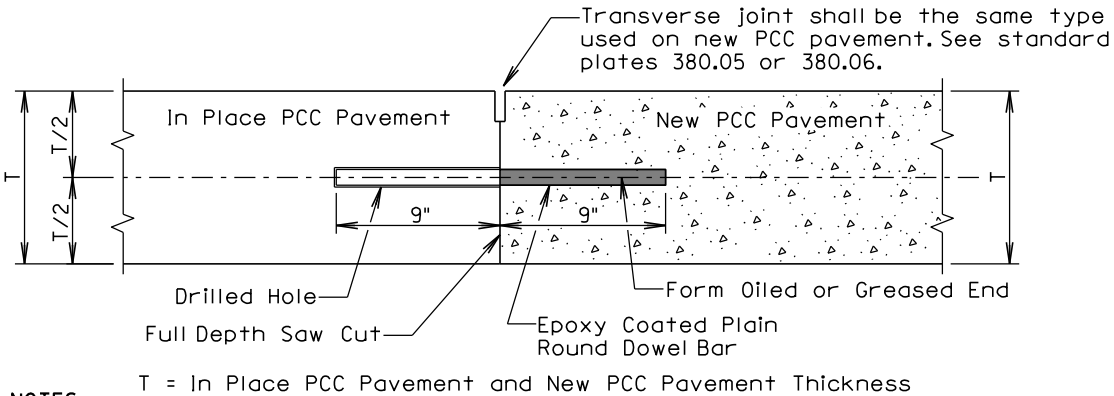
The term "In Place PCC Pavement" in the above drawing indicates that the in place PCC pavement was placed on a previous project.

See sheet 2 of 2 of this standard plate to determine if Detail A shall be used.

The tie bars shall be embedded a minimum depth of 9 inches into the in place PCC pavement and anchored with an epoxy resin adhesive.

No.9 epoxy coated deformed tie bars shall be used in 10 inch thickness and less PCC Pavement and No.11 epoxy coated deformed tie bars shall be used in 10.5 inch thickness and greater PCC Pavement. The tie bar spacing shall be 18 inches center to center and shall be a minimum of 3 inches and a maximum of 9 inches from the pavement edges.

**DETAIL B
TRANSVERSE CONSTRUCTION JOINT WITH DOWEL BARS**



GENERAL NOTES:

The term "In Place PCC Pavement" in the above drawing indicates that the in place PCC pavement was placed on a previous project or current project.

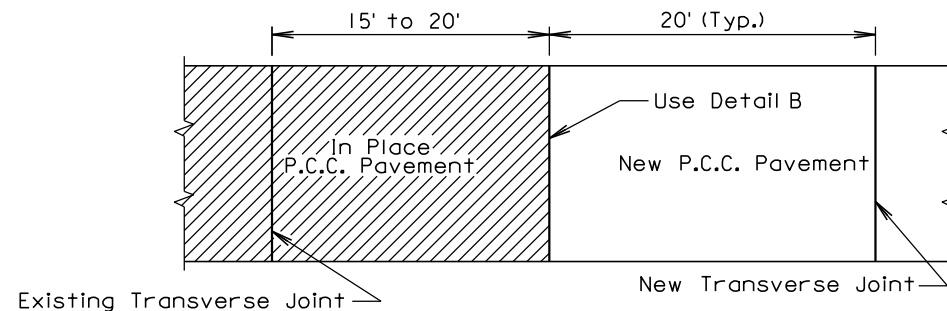
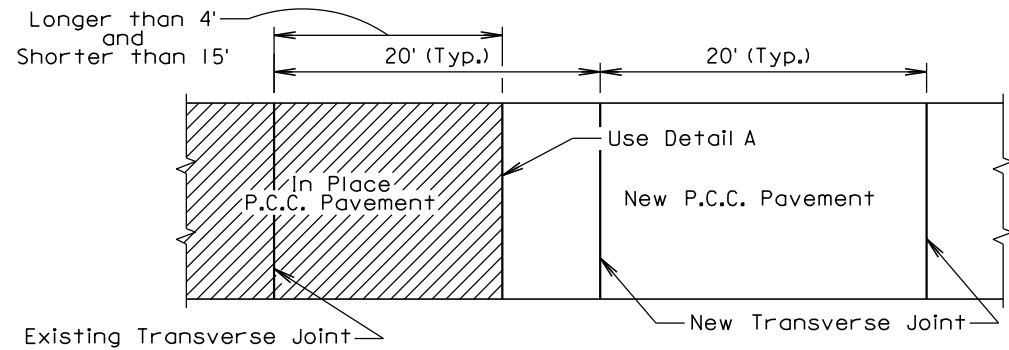
See sheet 2 of 2 of this standard plate to determine if Detail B shall be used.

The plain round dowel bars shall be embedded a minimum depth of 9 inches into the in place PCC pavement and anchored with an epoxy resin adhesive.

The epoxy coated plain round dowel bar size, number, and spacing shall be the same as detailed on the corresponding dowel bar assembly standard plate (380.01, 380.02, 380.03, or 380.04). The epoxy coated plain round dowel bars shall be a minimum of 3 inches and a maximum of 6 inches from the pavement edges.

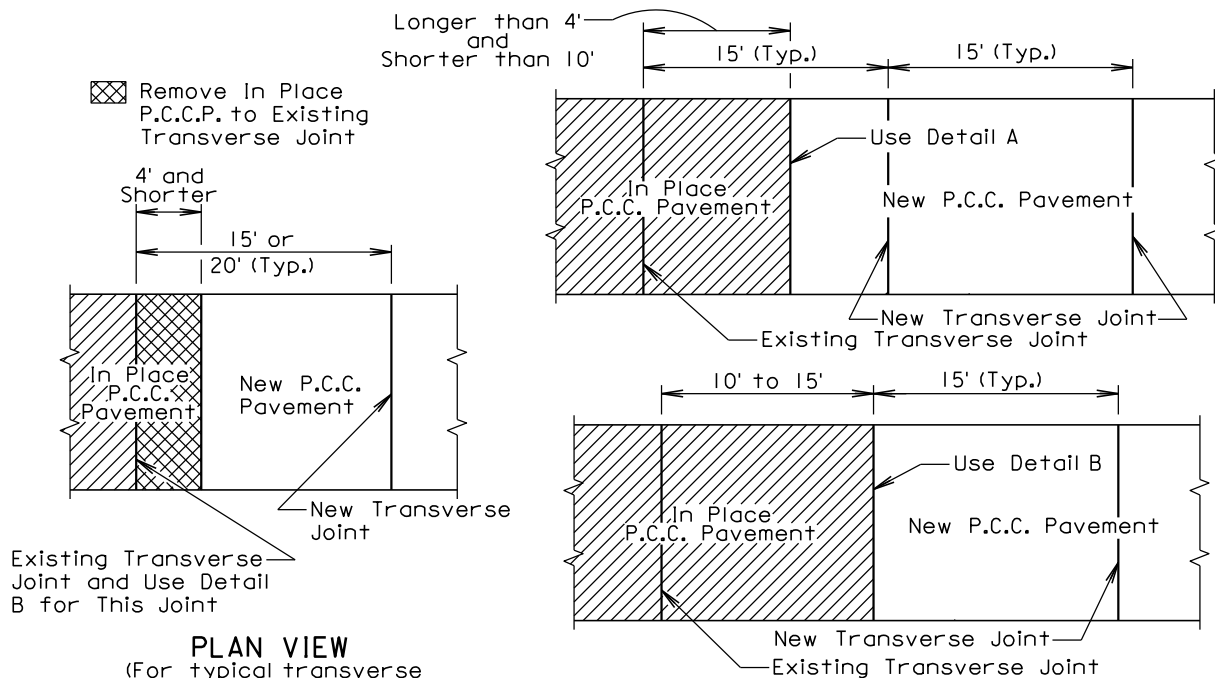
September 6, 2013

Published Date: 3rd Qtr. 2016	S D D O T	PCC PAVEMENT TRANSVERSE CONSTRUCTION JOINTS WITH TIE BARS OR DOWEL BARS	PLATE NUMBER 380.08
			Sheet 1 of 2



PLAN VIEW

(For typical transverse joint spacing of 20' on the current project)



PLAN VIEW

(For typical transverse joint spacing of 15' or 20' on the current project)

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(For typical transverse joint spacing of 15' on the current project)

September 6, 2013

Published Date: 3rd Qtr. 2016

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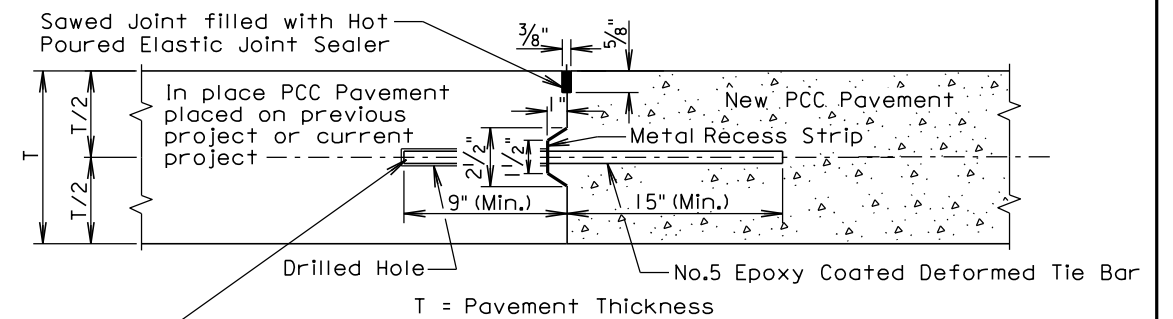
PCC PAVEMENT TRANSVERSE CONSTRUCTION
JOINTS WITH TIE BARS OR DOWEL BARS

PLATE NUMBER
380.08

Sheet 2 of 2

LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS

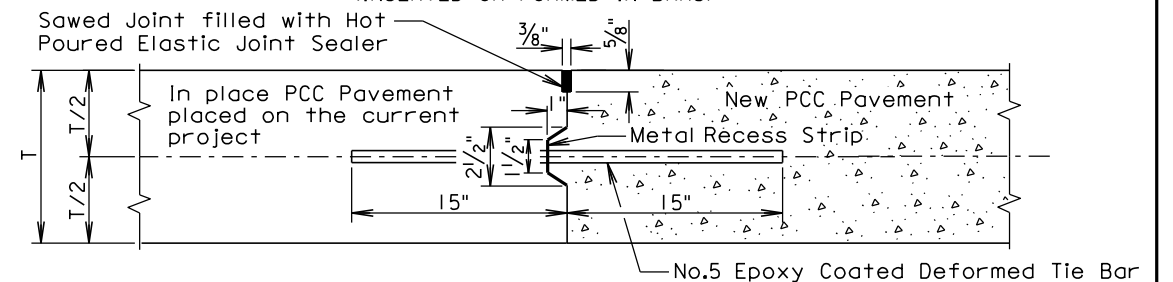
(DRILLED IN BARS)



The tie bars shall be embedded a minimum depth of 9 inches into the in place PCC pavement and anchored with an epoxy resin adhesive.

LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS

(INSERTED OR FORMED IN BARS)



GENERAL NOTES (For the details above):

The epoxy coated deformed tie bars shall be spaced in accordance with the following tables:

Tie Bar Spacing 48" Maximum	
Transverse Contraction Joint Spacing	Number of Tie Bars
6.5' to 10'	2
10.5' to 14'	3
14.5' to 18'	4
18.5' to 22'	5

Tie Bar Spacing 30" Maximum	
Transverse Contraction Joint Spacing	Number of Tie Bars
5' to 7'	2
7.5' to 9.5'	3
10' to 12'	4
12.5' to 14.5'	5
15' to 17'	6
17.5' to 19.5'	7
20' to 22'	8

The tie bars shall be placed a minimum of 15 inches from transverse contraction joints.

The required number of tie bars as shown in the table shall be uniformly spaced within each panel. The uniformly spaced tie bars shall be spaced a maximum of 48 inches center to center for a female keyway and shall be spaced a maximum of 30 inches center to center for a vertical face and male keyway. The maximum tie bar spacing shall apply to tie bars within each panel.

The keyway illustrated in the above details depict a female keyway.

The keyway is optional and is not required. When concrete pavement is formed and a keyway is provided, a metal recess strip shall be used. When concrete pavement is slip formed, a metal recess strip is not required.

August 31, 2013

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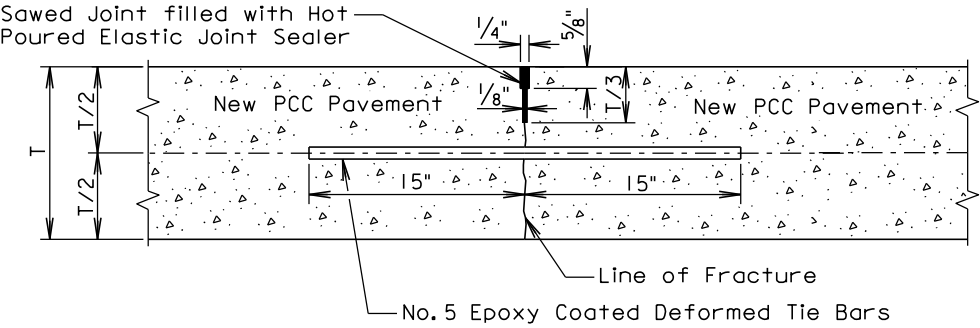
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PCC PAVEMENT LONGITUDINAL
JOINTS WITH TIE BARS

PLATE NUMBER
380.10

Sheet 1 of 2

SAWED LONGITUDINAL JOINT WITH TIE BARS
(POURED MONOLITHICALLY)



T = Pavement Thickness

GENERAL NOTES (For the detail above):

The epoxy coated deformed tie bars shall be spaced in accordance with the following table:

Tie Bar Spacing 48" Maximum	
Transverse Contraction Joint Spacing	Number of Tie Bars
6.5' to 10'	2
10.5' to 14'	3
14.5' to 18'	4
18.5' to 22'	5

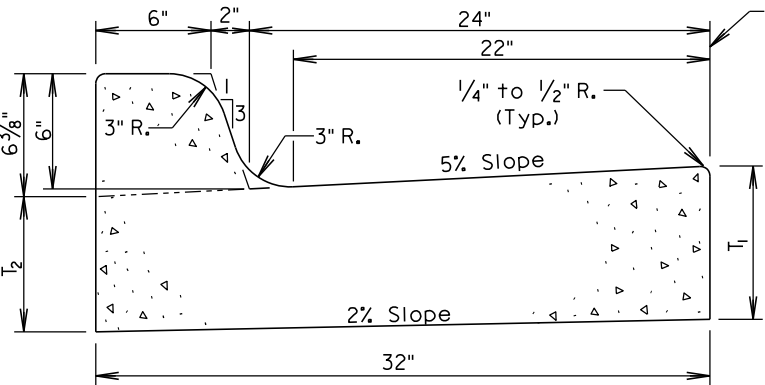
The tie bars shall be placed a minimum of 15 inches from the transverse contraction joints.

The required number of tie bars as shown in the table shall be uniformly spaced within each panel with a maximum space of 48 inches center to center. The maximum tie bar spacing shall apply to tie bars within each panel.

The first saw cut to control cracking shall be a minimum of 1/3 the thickness of the pavement. Additional sawing for widening the saw cut to provide the width for the installation of the hot poured elastic joint sealer is necessary.

August 31, 2013

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			Sheet 2 of 2



Type	T ₁ (Inches)	T ₂ (Inches)	Cu. Yd. Per Lin. Ft.	Lin. Ft. Per Cu. Yd.
B66	6	5 1/16	0.057	17.7
B67	7	6 1/16	0.065	15.4
B68	8	7 1/16	0.073	13.7
B68.5	8.5	7 9/16	0.077	13.0
B69	9	8 1/16	0.081	12.3
B69.5	9.5	8 9/16	0.085	11.7
B610	10	9 1/16	0.090	11.2
B610.5	10.5	9 9/16	0.094	10.7
B611	11	10 1/16	0.098	10.2
B611.5	11.5	10 9/16	0.102	9.8
B612	12	11 1/16	0.106	9.4

GENERAL NOTES:

When concrete curb and gutter longitudinally adjoins new concrete pavement, the method of attachment shall be by one of the methods shown on Standard Plate 380.11.

See Standard Plate 650.90 for expansion and contraction joints in the curb and gutter.

September 6, 2008

Published Date: 3rd Qtr. 2016	S D D O T	TYPE B CONCRETE CURB AND GUTTER	PLATE NUMBER 650.01
			Sheet 1 of 1