

STATE OF NEBRASKA
DEPARTMENT OF ROADS
LETTING DATE: DECEMBER 19, 2002

ADDENDUM NO.	CALL NO.	PROJECT NO.	CONTROL NO.	LOCATION
1	F02	BR-3697(1)	12562	IN PERU
2	N03	RD-77-1(1021)	12622	ON US-77 BETWEEN BEATRICE AND LINCOLN
1	F16	BRO-7047(9)	41747	IN DANNEBROG
2	N29	S-2-3(1015)	60894	N-2, BERWYN – ANSLEY
1	F30	EACSTPD-30-2(136)	61143	US-30, HERSHEY - NORTH PLATTE

The Special Provisions are amended to include the following:

TIE BARS FOR CONCRETE PAVEMENT

Paragraph 4.k. of Subsection 603.03 in the Standard Specifications is amended to include the following:

TIE BAR SPACING FOR LONGITUDINAL JOINTS *					
#5 x 30" Grade 40 Bars					
Slab Thickness	2 Lane Roadway		Roadways w/3 or More Lanes		30' Top System
	Shoulder Joint Bar Spacing	Centerline Joint Bar Spacing	Shoulder Joint Bar Spacing	Lane Joint Bar Spacing	Centerline Joint Bar Spacing
10" or Less	33"	33"	33"	24 3/4"	33"
Greater than 10"	33"	24 3/4"	33"	16 1/2" **	24 3/4"

* Tie bar spacing may vary +/- 1" from the nominal spacing shown. The number of tie bars per 16'-6" panel shall remain constant.

** Depth of tie bar placement for dowelled pavement shall be (T/2) less 1 1/2".

TIE BAR SPACING FOR LONGITUDINAL JOINTS *					
#5 x 30" Grade 60 Bars					
Slab Thickness	2 Lane Roadway		Roadways w/3 or More Lanes		30' Top System
	Shoulder Joint Bar Spacing	Centerline Joint Bar Spacing	Shoulder Joint Bar Spacing	Lane Joint Bar Spacing	Centerline Joint Bar Spacing
10" or Less	49 1/2"	49 1/2"	49 1/2"	33"	49 1/2"
Greater than 10"	49 1/2"	33"	49 1/2"	24 3/4"	33"

Addendums

Project Nos. BR-3697(1), RD-77-1(1021), BRO-7047(9)

S-2-3(1015) & EACSTPD-30-2(136)

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* Tie bar spacing may vary +/- 1" from the nominal spacing shown. The number of tie bars per 16'-6" panel shall remain constant.

No tie bar shall be installed closer than ½ the tie bar spacing to a transverse joint.

Paragraph 4.k.(3)(ii) of Subsection 603.03 in the Standard Specifications and Supplemental Specifications is void and superseded by the following:

(ii) To minimize tie bar breakage, before placing the adjacent lane the tie bars shall be bent to a position that is at least 45 degrees to the longitudinal joint. The free end of the bar shall not be within six inches horizontally of the location of the transverse joint to avoid corner cracking when the joint is sawed. The free end of the bar shall also be positioned so that it does not interfere with the movement of any dowel bar in the transverse joint. Bars that are broken by bending or that are loose in their socket must be replaced or secured.

DEPARTMENT OF ROADS

Claude Oie
Construction Engineer

Issued: December 11, 2002

CO:KM:ADDENS2AD212

NOTICE: Only the contractors issued bidding proposals receive this addendum and responsibility for notifying any potential subcontractors or suppliers remains with the contractor.