

STATE OF NEBRASKA  
DEPARTMENT OF ROADS  
ADDENDUM NO. 1  
PROJECT NO. IM-80-4(128)  
CONTROL NO. 61300  
CALL ORDER F34  
I-80, NEWBERRY INTERCHANGE, NORTH PLATTE  
LETTING DATE: DECEMBER 19, 2002

On page 28 of the Special Provisions, the last sentence of the provision titled BITUMINOUS FOUNDATION COURSE is amended to read:

All salvaged bituminous material that is to be used in the bituminous foundation course, whether from an existing stockpile or the Contractor's stockpile on the project, shall be reprocessed (may include scarifying and crushing oversized material) just prior to the placement on the subgrade so that all material shall pass a 1½ inch (37.5 mm) sieve.

\* \* \* \* \*

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:

<b>TIE BAR SPACING FOR LONGITUDINAL JOINTS *</b>					
<b>#5 x 30" Grade 40 Bars</b>					
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 ½".

<b>TIE BAR SPACING FOR LONGITUDINAL JOINTS *</b>					
<b>#5 x 30" Grade 60 Bars</b>					
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"

\* 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  $\frac{1}{2}$  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Paragraph 4.k.(3)(ii) of Subsection 603.03 in the Standard Specifications and Supplemental Specifications is void and superseded by the following: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

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