



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

STEPHANIE KOPELOUSOS
SECRETARY

January 12, 2011

Monica Gourdine
Program Operations Engineer
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Re: Office of Design, Specifications
Section 350
Proposed Specification: 3501201 Cement Concrete Pavement.

Dear Ms. Gourdine:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

These changes were proposed by Paul Vinik of the State Materials Office to be consistent with the current practice of painting the metal dowel bar assemblies with a zinc primer or red oxide alkyd primer.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to SP965RP or rudy.powell@dot.state.fl.us.

If you have any questions relating to this specification change, please call Rudy Powell, State Specifications Engineer at 414-4280.

Sincerely,

Rudy Powell, Jr., P.E.
State Specifications Engineer

RP/cah
Attachment

cc: Gregory Jones, Chief Civil Litigation
Florida Transportation Builders' Assoc.
State Construction Engineer

CEMENT CONCRETE PAVEMENT.**(REV 11-1230-110)**

SUBARTICLE 350-12.4 (Pages 352 – 353) is deleted and the following substituted.

350-12.4 Load-Transfer Devices: Provide dowel load-transfer devices in all transverse joints. Firmly hold dowel bars in a position parallel to the surface and the centerline of the slab, by approved steel supports and spacers of a type shown in the plans. The Engineer may approve the use of dowel bar supports or assemblies other than those specifically detailed in the plans. Allow the dowels to be free to move in one slab as the concrete contracts and expands. *Paint each dowel with one coat of zinc rich primer or red oxide alkyd based primer meeting the requirements of SSPC Paint 25 Type I or Type II. Wait a minimum of 7 days before coating one-half of the dowel with a petroleum based lubricant grease to inhibit bonding to the concrete approved by the Engineer.* ~~Paint each dowel with one coat of approved zinc rich paint (listed on the Qualified Products List), and grease one end with an approved lubricant, to prevent the concrete from bonding to the dowel.~~ Provide a cap for the free end of expansion joint dowels.

Position each dowel such that its final deviation from parallel to the surface of the pavement and parallel to the longitudinal centerline of the pavement does not exceed 1/2 inch. Position each dowel such that its final deviation from being centered on the joint does not exceed 2 inches. Position each dowel such that at no point in its length does it deviate from the surface of the pavement as shown in the plans in excess of 1 inch. Confirm the position of dowel bars by suitable means acceptable to the Engineer, which may include non-destructive testing methods.

CEMENT CONCRETE PAVEMENT.**(REV 1-12-11)**

SUBARTICLE 350-12.4 (Pages 352 – 353) is deleted and the following substituted.

350-12.4 Load-Transfer Devices: Provide dowel load-transfer devices in all transverse joints. Firmly hold dowel bars in a position parallel to the surface and the centerline of the slab, by approved steel supports and spacers of a type shown in the plans. The Engineer may approve the use of dowel bar supports or assemblies other than those specifically detailed in the plans. Allow the dowels to be free to move in one slab as the concrete contracts and expands. Paint each dowel with one coat of zinc rich primer or red oxide alkyd based primer meeting the requirements of SSPC Paint 25 Type I or Type II. Wait a minimum of 7 days before coating one-half of the dowel with a petroleum based lubricant grease to inhibit bonding to the concrete. Provide a cap for the free end of expansion joint dowels.

Position each dowel such that its final deviation from parallel to the surface of the pavement and parallel to the longitudinal centerline of the pavement does not exceed 1/2 inch. Position each dowel such that its final deviation from being centered on the joint does not exceed 2 inches. Position each dowel such that at no point in its length does it deviate from the surface of the pavement as shown in the plans in excess of 1 inch. Confirm the position of dowel bars by suitable means acceptable to the Engineer, which may include non-destructive testing methods.