Indiana Department of Transportation

March 20, 2000

Memorandum
00- 07

TO: District Directors
District Construction Engineers
Toll Road Operations Engineer
District Materials and Tests Engineer
District Area Engineers
Project Engineers/Supervisors

FROM: Timothy D. Bertram, Chief
Contracts and Construction Division

RE: Random Crack Remediation for Concrete Pavement (PCCP)

In February of 1999, INDOT's Specification Committee passed the entire revised 500 Concrete Pavement section. That re-write first appeared in the September 1, 1999 Supplemental Specifications and prior to that went out in some contracts as a recurring special provision. When the 500 section was being rewritten, sub-section 503.06 indicates that if random cracks occur in the newly placed PCCP, the use of retrofit load transfer dowel bars will be allowed in lieu of pavement replacement in certain cases.

Since the approval of the 500 section it has been determined that the department no longer wants to correct random cracking problems using the retrofit load transfer procedure. Therefore, at this time, the only acceptable procedure for correcting random cracks that occur in recently placed PCCP is to remove and replace the pavement as outlined in 503.06.

On any active contract that was let with the current supplemental specifications or special provisions that allow the use of retrofit load transfer bar installation to correct random PCCP cracks, a change order will need to be generated to cover the cost difference between retrofit load transfer repair and that of PCCP replacement for that area. A specification change will take place in the future to correct this concern but until then most contracts will have been let with language that allows the retrofit load transfer procedure, which is now unacceptable.

DAK/dak