Regional Engineers

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 Special Provision for Pavement Patching

 April 18, 2025

This special provision was developed by the Central Bureaus of Research and Construction to clarify that tie bars in Class C patches are to be used and paid for separately when the patch is adjacent to new concrete for more than 20 ft in length, and to remove welded wire reinforcement from Class B Type III patches as determined by the Pavement Policy Working Group.

This special provision should be inserted into contracts containing pavement patching.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 1, 2025 and subsequent lettings. The Project Coordination and Implementation Section will include a copy in the contract.

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# PAVEMENT PATCHING (bde)

Effective: August 1, 2025

Revise the first sentence of the last paragraph of Article 442.06(a)(2) of the Standard Specifications to read:

“ Type IV patches shall be reinforced with welded wire reinforcement according to the details shown on the plans.”

Revise Article 442.06(a)(3) of the Standard Specifications to read:

“(3) Class C Patching. Patches adjacent to a new lane of pavement, new portland cement concrete shoulder, or new curb and gutter of more than 20 ft (6 m) in length shall be tied with No. 6 (No. 19) tie bars, 24 in. (600 mm) long, embedded 8 in. (200 mm) at 36 in. (900 mm) centers according to Article 420.05(b).

When the patched pavement is not to be resurfaced, transverse contraction joints shall be formed on 15 ft (4.5 m) to 20 ft (6 m) centers by sawing in all patches that are more than 20 ft (6 m) in length. They shall be placed in line with joints or cracks in the existing slab whenever possible.”

Revise the eighth paragraph of Article 442.11 of the Standard Specifications to read:

“ Pavement tie bars for patches will be paid for at the contract unit price per each for TIE BARS, of the diameter specified.”

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