

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
PAVEMENT ACCEPTANCE FOR JOINTED PLAIN CONCRETE PAVEMENT

CFS:JFS

1 of 1

APPR:JAB:TES:04-02-20

FHWA:APPR:04-03-20

a. Description. This special provision defines the requirements for pavement acceptance that are in addition to those specified in section 602 of the Standard Specifications for Construction. When applicable, the condition for initial acceptance of the pavement in accordance with the Materials and Workmanship Warranty still apply. This special provision does not relieve the Contractor of responsibility for performing the work in accordance with subsection 107.11 of the Standard Specifications for Construction.

The Engineer will inspect the completed pavement for any visible indication of cracking. If cracking is found, decisions regarding corrective actions will be made jointly by the Engineer and the Construction Field Services Division, in accordance with Table 1.

All costs for the work required to repair or replace any unacceptable pavement are the responsibility of the Contractor. No time extensions will be granted to the Contractor for any required repair work to meet the requirements of this special provision.

For purposes of this special provision, a crack is defined as a fissure of varying length and orientation in the pavement that extends to some measurable depth. A crack may be a single entity or found in groups or clusters with possible associated distress features.

Table 1: Acceptance Factors and Corrective Action

Acceptance Factor	Length	Extent	Severity	Corrective Action (a)(d)
LC	any	single/multiple	all	Replace slab (b)
TC - $\geq$ 1.5 ft. from TJ	any	single/multiple	all	Replace slab (b)
TC - $<$ 1.5 ft. from TJ	any	single/multiple	all	Replace joint (c)

LC = longitudinal crack

TJ = transverse joint

TC = transverse crack

- a. Repair must establish an acceptable transverse load transfer of efficiency greater than 90%.
- b. An appropriate corrective treatment (based on the specific crack's characteristics, its location relative to a longitudinal or transverse joint, and the corrective treatment's contribution toward the pavement's intended service life) may be proposed by the Contractor in lieu of full slab replacement. The Contractor's corrective treatment proposal is subject to approval by the Engineer.
- c. Full-depth PCC repair. FDR must be 6 feet long, minimum, by the entire lane width in accordance with Standard Plan R-44 Series. Install contraction joints (Type Crg) at both transverse joint locations.
- d. Do not overcut into the adjacent lane or shoulder.