



Turnpike Design Website



Change/Update Request

To (Assistant Design Engineer): To (Design Manager):

Date: Request By:

Type of Update	Media
<input type="checkbox"/> New Criteria	<input type="checkbox"/> Website
<input type="checkbox"/> Addendum	<input type="checkbox"/> TPPPH*
<input type="checkbox"/> Lessons Learned	Attachments: <input type="checkbox"/> Yes <input type="checkbox"/> No

* TPPPH Volume: TPPPH Chapter: TPPPH Section:

Description of Change/Update

Concurrence

Design Manager: _____

Assistant Design Engineer: _____

Completed

Date:

Initials:

LESSONS LEARNED 11/13/07

Details for Dowelled Transverse Construction Joint

The Florida's Turnpike Enterprise compensated the contractor to furnish and install 14 transverse dowels for each 12-foot pavement joint in the concrete pavement beneath the gantry. The plan sheet that shows details for concrete pavement at the gantry did not include transverse dowel bar details such as length, diameter and spacing. The EOR provided the missing information through the RFI process and the contractor negotiated additional costs based on their assumption that the plans only called for one dowel bar for each 12' transverse joint.

Lesson Learned: Since Glass Fiber Reinforced Plastic, GFRP dowel bars are specified in this application in lieu of steel dowel bars special consideration is given to the size and spacing to meet load-transfer requirements. The TPPPH, Rigid Pavement Design Guide; Sunpass Only/Express Lanes published September 2003 recommends to decrease the spacing of the bars from 12" to 10". Since the referenced design standard is not a part of the contract documents this information should be included in the plans.