

**KANSAS DEPARTMENT OF TRANSPORTATION  
 SPECIAL PROVISION TO THE  
 STANDARD SPECIFICATIONS, 2007 EDITION**

**SECTION 501**

**PORTLAND CEMENT CONCRETE PAVEMENT (QC/QA)**

**Page 500-1. Delete block and replace with the following:**

**Note: PCCP is considered QC/QA when the bid item Quality Control Testing is included in the contract. Note the exceptions in subsection 501.5.**

**Page 500-14. Delete subsection 501.5g.(2)(a) and replace with the following:**

(a) For mainline and other pavement subject to coring for pay adjustments for both thickness and strength, a lot is defined as the surface area of mainline lane placed in a single day. Normally, divide a lot representing a day's production into 5 sublots of approximately equal surface area. For high daily production rates, rates exceeding 6000 square yards per day, the Contractor may choose to divide the day's production into 2 approximately equal lots consisting of 5 sublots each. Prior to taking any core samples, notify the Engineer of the decision to divide a day's production into 2 equal lots. For low daily production rates (and not in an urban PCCP environment), the Contractor may choose to divide the lot into a lesser number of sublots as shown in **TABLE 501-1**. When daily production rates are less than 1000 square yards, combine the day's production with the next day's production to form a lot. When a day's production involves less than 1000 square yards while completing a particular mix design or project, combine with the previous day's production and treat as a single lot. For low daily production rates less than 1000 square yards in an urban PCCP environment (pieced construction due to business entrances), consider each day's production as a separate lot. KDOT's representative will core (or have cored) a minimum of two randomly-determined sublots per day; one in the morning and one in the afternoon. A single randomly-determined location will be cored for both strength and thickness, and results inserted into the "Urban PCCP" worksheet for pay adjustment.

<b>TABLE 501-1: PCCP SUBLOT BREAKDOWN</b>	
<b>Daily Production Rate in square yards</b>	<b>Number of Sublots</b>
1000 – 2000	3
2001 - 4000	4
4001 or more	5

**Page 500-18. Add the following new subsection 501.5ii. after subsection 501.5i.:**

**ii. Pay Adjustments for Urban PCCP environment.**

(1) General. A single pay adjustment will be made on a lot-by-lot basis. The adjustment will be based on a single randomly-selected (by KDOT) core for both strength and thickness. Compute the pay factor ( $P_U$ ) (incentive or disincentive) as shown in **Equation 3**.

$$\text{Urban PCCP Pay Adjustment} = P_U \times (\text{the number of square yards included in the lot}) \times (\text{the contract unit price per square yard})$$

The thickness component will be based on values determined by using the difference between plan thickness and the measured core sample thickness. The compressive strength component will be based on values determined by breaking the core. Pay adjustment amount will be added or subtracted on the pay estimate. Remove and replace when values are less than those stipulated in **subsection 501.5g.(5)**. Maximum individual or combined pay adjustment is 103%.

(2) Computation of Urban PCCP Pay Factor. Compute the pay factor for thickness using **Equation 3** and round to nearest hundredth.

$$\text{Equation 3: } P_U = (P_{UC} + P_{UT})/2$$

Where:

$P_{UC} = 0.0001 * (\text{strength}) + 0.59$ ; measured to the nearest 1psi.

$P_{UT} = 0.15 * (\Delta \text{ thickness}) + 1$ ; measured to the nearest 0.01 inch from design thickness.

12-09-08 M&R (REK)

02-13-09 M&R (CFN) Typographical Correction

Apr-09 Letting