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| **State** | **Question: Illinois DOT - We are looking for any specifications or special provisions you all might have regarding the use of the following steel reinforcement bars in bridge decks: •A1035 Grade 100 •A1035 Grade 100 (but treated like Grade 80 in design calcs) •Any galvanized Grade 60 •Stainless Steel** |
| Alabama | ALDOT doesn’t have any specs or special provisions. To my knowledge we’ve never specified these types of steel. |
| California |  |
| Colorado | [Colorado DOT galvanized & stainless projects](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Colorado-DOT-galvanized-stainless-projects.pdf) [Colorado DOT stainless Pages from 22943-COMBO AWARD SPECS R3\_Abridged\_602](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Coloradot-DOT-stainless-Pages-from-22943-COMBO-AWARD-SPECS-R3_Abridged_602.pdf)  [Colorado DOT stainless Pages from SPECS(COMBINED) for FBR 0581-010 ad 3-21-13](Colorado%20DOT%20stainless%20Pages%20from%20SPECS(COMBINED)%20for%20FBR%200581-010%20ad%203-21-13)  [Colorado DOT galvanized Pages from 22359 AWARD SPECS](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Colorado-DOT-galvanized-Pages-from-22359-AWARD-SPECS.pdf) |
| Florida |  |
| Georgia |  |
| Idaho |  |
| Illinois Tollway | Here’s our rebar SP. We only use stainless or epoxy for bridge decks. [IL Tollway SP Tollway\_Reinforcement Bars\_02252022](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/IL-Tollway-SP_Tollway_Reinforcement-Bars_02252022.pdf) |
| Indiana | INDOT does not use any of the first three rebars on your list. We also have almost no history with stainless steel. However, we do have one current high-profile job in Indianapolis that is incorporating stainless steel into several decks. The unique provision is attached:  [INDOT Stainless Steel Reinforcing Bars\_USP-Structures\_Execution Version](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/INDOT-Stainless-Steel-Reinforcing-Bars_USP-Structures_Execution-Version.pdf) |
| Iowa | Iowa Specification attached includes galvanized and stainless steel. [Iowa DOT 4151](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Iowa-DOT-4151.pdf) |
| Kansas |  |
| Louisiana |  |
| Massachusetts |  |
| Michigan | Michigan used MMFX at least as far back as 2009, and I believe the bridge guys have started using ChromX. Attached are their special provisions:  [Michigan DOT 20SP-905A-01](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Michigan-DOT-20SP-905A-01.pdf) [Michigan DOT Reinforcement, Steel, Low Carbon Chromium-20ST706(A020)](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Michigan-DOT-Reinforcement-Steel-Low-Carbon-Chromium-20ST706A020.pdf) |
| Minnesota | Attached is the stainless steel special provision as well as MMFX epoxy coated provisions. We have only used the MMFX in one job that is ongoing, and I was not involved in the design so I couldn’t tell you if limits were placed on yield strength. The same job incorporated stainless steel reinforcing, so that is why there is only one attachment.   There was a state aid job that recently used galvanized reinforcement, but we have not used it for some time and do not have a current specification.   Recently the ridge office published a Service Life design guide which alludes to using these superior materials, but the document lurched ahead of the templates for contract provisions so we are playing catchup with what the document suggests to use in design.  [MnDOT SP6982-322WP1WP2\_MMFX\_(2020)](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/MnDOT-SP6982-322WP1WP2_MMFX_2020.pdf) |
| Missouri | Please find attached two JSP’s for the following materials:  - Stainless Steel Reinforcement Bars - Galvanized Steel Reinforcing Bars  A couple of years ago, MoDOT constructed a couple of bridges utilizing rebar that complied with ASTM A1035, Grade 100 (i.e., MMFX). The plan sheets specified the use of this material but the contract did not contain a JSP addressing the use of this material. This led to confusion on how to accept the material in the field. Working with the district, we decided to sample and test half of the Heat Nos. delivered to the project. These samples were randomly selected by MoDOT personnel and submitted to the Central Laboratory for testing. The remaining half was accepted based on mill certifications indicating specification compliance. In hindsight, we should have had a JSP in the contract addressing material acceptance.  [MoDOT Reinforcing Steel (Stainless Steel Solid) - J8P2156](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/MoDOT-Reinforcing-Steel-Stainless-Steel-Solid-J8P2156.pdf) [MoDOT Galvanized Steel Reinforcing Bars - J5S3334](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/MoDOT-Galvanized-Steel-Reinforcing-Bars-J5S3334.pdf) |
| Montana | Attached are two specials (fairly old) related to the criteria you noted below.  [Montana DOT CORROSION RESISTANT REINFORCING STEEL](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Montana-DOT-CORROSION-RESISTANT-REINFORCING-STEEL.pdf) [Montana DOT STAINLESS REINFORCING STEEL](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Montana-DOT-STAINLESS-REINFORCING-STEEL.pdf) |
| Nebraska | I have been with NDOT for over 40 years and do not ever remember us specifying ASTM A 1035 grade 100 steel. We do not call it out in our Standard Specifications either. We performed research in the late 1970’s with galvanized rebar and found it to provide adequate protection against corrosion. However, also during this same timeframe, the epoxy coating industry was starting to be used nationwide (and was more cost competitive). Therefore, the use of galvanized rebar was discontinued for our general use.  Our use of stainless steel is also somewhat limited to special applications only. As you probably already know, most stainless steel is melted and produced from overseas sources and would therefore probably not comply with Buy America requirements (regarding being melted and manufactured in the United States). |
| Nevada |  |
| New York | NYSDOT Standard Specification 556 is our rebar specification and includes stainless steel and galvanized rebar. The link to our specification is [here](https://secure-web.cisco.com/1D5eMJ40-uLSpvmZiqw3RIN7GqJypaLOb2Aor7ycdhpTg2Ea_a4EC7MvUWSX-PTrOLekK2CDH4vYfYdVIeSE-yj1AUIO0-Sb95ZFdiLukXmiSL8wbh9ngp_vol1YeZRrV-J0XUOVRmE4jSVbg9wxrnHK5_bQ11kXGEK2oXycqahYzFXBUDOT1WUnWg6yWBNEpapOpN6MagP5_rAJAvVzUaHCJhuNwg5rxl-gv-kfwzP89R42WXYodX_VDXWeqQ_bdNV---7gZCzCpaIINJU_My6FlXmGZWncEjC1RyoT_r9qaPTU3DqO1S-dv7y-1TAG2mm8SWgErsd2TCP-L0nGz4wjVRZzsxs8cne8iFZHj6w95IKKfZ05TbGiT32jsy9G3S23iyEMiTV5IOHozTRj6Bxi2wNcW9L6m_4rJeVJsJ74/https%3A%2F%2Fwww.dot.ny.gov%2Fmain%2Fbusiness-center%2Fengineering%2Fspecifications%2Fenglish-spec-repository%2F2022_5_specs_usc_tc_vol2.pdf).  Chapter 15 of our Bridge Manual gives guidance for using reinforcement, including stainless steel and ASTM A1035 rebar. The link to the Bridge Manual is [here](https://secure-web.cisco.com/1tJCeIZ_WuZ3RFuQ_O3K_y59sXEj9W7rBQwlOXbxjs2ltk6hK2amaTRafcwCjgtcGd2rDPPmtvbu8QEveN_Q7uAFt-o8rzUSEBwUyjRUY3y5ta8SNS7BlHwn59QMhyBlsxMK-2h4X6RtVVQs6ceYYQ1NBs6CFloSZo4-JrWJpd6WJAOWrZ2a9RAQkqCbTSvKmrwB9AG3kLEn6nBi3trpje4s0AXitbTMPyvEhlL34zv4ykKwyVQjaxpRfl1UeriD0qIhkttlHIzwStoof7HhseLTRZjLVjCeXYNvCLZoA5uoMGLUyBLprNoFAWN1nYoIp-Dvdnrt-gWDj6CiDNTg7EhnQZsTLvyp7xhiW2WK-1B7-PL0MgCUWT0YL3_A7ikFG6zSQyg816Cf081wI0vrmJKN1IZZTIUHLPXcyh6_Y5d0/https%3A%2F%2Fwww.dot.ny.gov%2Fdivisions%2Fengineering%2Fstructures%2Fmanuals%2Fbridge-manual-usc). |
| North Carolina |  |
| North Dakota |  |
| Ohio | Ohio has allowed some use of these products on design build or trial projects. We are looking at adding the option of galvanized and stainless into our specification in the coming year as an option to epoxy coated steel. As we get those specifications together I can share what we have at that time, but currently our specifications are limited to epoxy coated reinforcement with GFRP reinforcement for some of our parapet reinforcement. Please find below our current plan notes on those items. Also, please see attached updates to our bridge design manual and specifications.  [Ohio DOT BDM Revisions Addressing Concrete Reinforcement](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Ohio-DOT-BDM-Revisions-Addressing-Concrete-Reinforcement-.pdf) [Ohio DOT C&MS Revisions Addressing Concrete Reinforcement](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Ohio-DOT-CMS-Revisions-Addressing-Concrete-Reinforcement.pdf)  [Ohio DOT Concrete Reinforcement](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Ohio-DOT-Concrete-Reinforcement.pdf) [Ohio DOT Item Master Revisions](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Ohio-DOT-Item-Master-Revisions.pdf)  [Ohio DOT S1068](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Ohio-DOT-S1068.pdf) [Ohio DOT S1134](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Ohio-DOT-S1134.pdf) |
| Oklahoma |  |
| Oregon | We allow use of stainless steel and A1035 Grade 100 bars in bridge decks. We have a maximum bar spacing limit at 8 in. regardless of the rebar material and grade. We have not allowed use of galvanized reinforcing bars for corrosion protection in bridge structural members.  Please find attached, our rebar construction (00530) and material (02510 black, 02513 stainless steel) specs and a special provision template (SP00530) for the rebar quantity. [Oregon DOT 21\_00530\_Reinforcement\_Construction\_Specs](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Oregon-DOT-21_00530_Reinforcement_ConstructionSpecs.pdf) [Oregon DOT 21\_02510\_2513\_Reinforcement\_Material\_Specs](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Oregon-DOT-21_02510_2513_Reinforcement_MaterialSpecs.pdf)  [Oregon DOT 21\_SP00530](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Oregon-DOT-21_SP00530.pdf)  The above specifications can also be found at <https://www.oregon.gov/odot/Business/Pages/Standard_Specifications.aspx> |
| Pennsylvania |  |
| Rhode Island |  |
| South Carolina |  |
| South Dakota | The only one of those we specify is stainless steel, and we call for ASTM A955 reinforcing bars. |
| Tennessee |  |
| Texas |  |
| Utah | See these links: [Utah DOT 03211](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Utah-DOT-03211.pdf) [Utah DOT 03338](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Utah-DOT-03338.pdf) [Utah DOT 03339](https://intrans.iastate.edu/app/uploads/sites/7/2022/06/Utah-DOT-03339.pdf) |
| Washington |  |
| West Virginia | In regard to grade 100 rebar, as far as I know we have never used it in any of our projects. As for galvanized rebar, we are currently in the process of getting the specs for it into our specifications book. It should be there within the next month or so. We do have a specification on stainless steel rebar. It is in section 709.1.1 of our supplemental specifications. It reads as follows: "For corrosion resistant stainless steel, the material shall meet testing requirements of tensile, yield, elongation, and bend requirements listed in ASTM A955/955M and meet requirements set forth in MP 709.1.50 unless otherwise stated in the project plans." |
| Wisconsin |  |