

**Item No. 360S
Concrete Pavement**

360S.1 Description

This item shall consist of a pavement and/or base of Portland Cement concrete, with or without reinforcement as indicated on the Drawings, with or without monolithic curbs, constructed as herein specified, on prepared subgrade or base course in conformity with the thickness and typical cross sections indicated on the Drawings. Concrete to be considered of satisfactory quality provided it is made (a) of materials accepted for job, (b) in the proportions established by the Contractor and (c) mixed, placed, finished and cured in accordance with the requirements of this specification.

This specification is applicable for projects or work involving either inch-pound or SI units. Within the text and accompanying tables, the inch-pound units are given preference followed by SI units shown within parentheses.

* See Modifications for additional information

360S.2 Submittals

The submittal requirements of this specification item may include:

Mix design option(s) of the class of concrete required on the project,

The supplier of the concrete mix design(s) and type of mixing equipment, and

Type of admixtures to be used with the concrete mixes.

* See Modifications for additional information

360S.3 Materials

A. Cementitious Materials

Portland cement shall conform to ASTM C 150, Type I (General Purpose) and Type III (High Early Strength). Type III cement shall be used when high early strength concrete is indicated on the Drawings. If the use of high early cement is not specified and the Contractor desires to use it, the Contractor shall obtain written permission from the Engineer or designated representative prior to its use and shall assume all additional costs incurred by the use of such cement. All cement shall be of the same type and from the same source for a project unless written permission is first received from the Engineer or designated representative.

Portland cement manufactured in a cement kiln fueled by hazardous waste shall be considered as an approved product if the production facility is authorized to operate under regulation of the Texas Commission on Environmental Quality (TCEQ) and the United States Environmental Protection Agency (USEPA). Supplier shall provide current TCEQ and EPA authorizations to operate the facility.

Bulk or sacked cement may be used and a bag shall contain 94 pounds (42.6 KG) net. All bags shall be in good condition at the time of inspection. Bulk cement shall be weighed on approved scales as herein prescribed.

All cement shall be stored in a suitable weather tight building or bin, which will protect the cement from dampness. The cement shall be so stored as to provide easy access for proper inspection. Any cement, which has become partially set or which contains hard lumps or cakes or cement salvaged from discarded or used bags, shall not be used.

Fly ash (denoted by Texas DOT designations Type A and Type B) may replace 20 to 35 percent of a mix design's Portland cement content by absolute volume. Fly ash shall not be used in mix designs with less than five (5) sacks of Portland cement per cubic yard [six and a half (6.5) sacks of Portland cement per cubic meter] unless specifically permitted by the Contract plans of project manual. Fly ash shall conform to the requirements of Item 405S, "Concrete Admixtures".

B. Admixtures

Concrete admixtures conforming to Item No. 405S, "Concrete Admixtures" may be used when approved by the Engineer or designated representative to minimize segregation, improve workability, reduce the amount of mixing water and to provide normal hot weather concreting provisions. The use of admixtures shall not alter the approved mix designs, except for water content.

C. Coarse Aggregate

Coarse aggregate shall consist of durable particles of gravel, crushed blast furnace slag and/or crushed stone of reasonably uniform quality throughout, free from injurious amounts of salt, alkali, vegetable matter or other objectionable material, either free or as an adherent coating on the aggregate. It shall not contain more than 0.25 percent by weight of clay lumps nor more than 1.0 percent by weight of shale nor more than 5.0 percent by weight of laminated and/or friable particles when tested in accordance with TxDOT Test Method Tex-413-A.

Coarse aggregate shall have a wear of not more than 45 percent when tested according to TxDOT Test Method Tex-410-A and when tested by standard laboratory methods shall meet the following grading requirements:

Retained on 1 3/4 inch (43.75 mm) sieve	0%
Retained on 1 1/2 inch (37.5 mm) sieve	0 to 5%
Retained on 3/4 inch (19.0 mm) sieve	30 to 65%
Retained on 3/8 inch (9.5 mm) sieve	70 to 90%
Retained on No. 4 (4.75 mm) sieve	95 to 100%

Loss by Decantation TxDOT Test Method *Tex-406-A. 1.0% Maximum

* In the case of aggregate made primarily from crushing of stone. If the material finer than the 200 sieve is definitely established to be the dust of fracture

essentially free from clay or shale as established by Part III of TxDOT Test Method Tex-406-A, the percent may be increased to 1.5.

When the plans do not require a monolithic pour of curb or curb and gutter, the Contractor may elect to use the following gradation of coarse aggregate for curb or curb and gutter:

Retained on 1 1/2 inch (37.5 mm) sieve	0%
Retained on 3/8 inch (9.5 mm) sieve	5 to 30%
Retained on No. 4 (4.75 mm) sieve	75 to 100%

Where the coarse aggregate is delivered on the job in 2 or more sizes or types, each type and/or size shall be batched and weighed separately.

All aggregates shall be handled and stored in such a manner as to prevent size segregation and contamination by foreign substances and maintain as nearly as possible in a uniform condition of moisture. When segregation is apparent, the aggregate shall be remixed with suitable equipment as required. At time of its use, the aggregate shall be free from frozen material and aggregate containing foreign materials will be rejected. Coarse aggregate that contains more than 0.5 percent free moisture by weight shall be stockpiled for at least 24 hours prior to use.

Adequate storage facilities shall be provided for approved materials. The intermixing of non-approved materials with approved materials either in stockpiles or in bins will not be permitted. Aggregates from different sources shall be stored in different stockpiles unless otherwise approved by the Engineer or designated representative.

D. Fine Aggregate

Fine aggregate shall be free from injurious materials of salt, alkali or vegetable matter. It shall not contain more than 0.5 percent by weight of clay lumps. When subjected to the color test for organic impurities, TxDOT Test Method Tex-408-A, the fine aggregate shall not show a color darker than standard.

Unless shown otherwise on the drawings, fine aggregate shall have an acid insoluble residue of at least 60% by weight when tested in accordance with Tex 612-J.

Unless specified otherwise, fine aggregate shall meet the following grading requirements:

Retained on 3/8 inch (9.5 mm) sieve	0%
Retained on No. 4 (4.75 mm) sieve	0 to 5%

Retained on No. 8 (2.36 mm) sieve	0 to 20%
Retained on No. 16 (1.185 mm) sieve	15 to 30%
Retained on No. 30 (600 µm) sieve	35 to 75%
Retained on No. 50 (300 µm) sieve	70 to 90%
Retained on No. 100 (150 µm) sieve	90 to 100%
Retained on No. 200 (75 µm) sieve	97 to 100%

Fine aggregate will be subjected to the Sand Equivalent Test, TxDOT Test Method Tex-203-F. The sand equivalent value shall not be less than 80.

E. Mineral Filler

Mineral filler shall consist of clean stone dust, crushed sand, crushed shell or other approved inert material. It shall meet the following requirements when tested in accordance with TxDOT Test Method Tex-401-A:

Retained on No. 30 (600 µm) sieve	0%
Retained on No. 200 (75 µm) sieve	0 to 35%

Where fine aggregate is delivered to the job in 2 or more sizes or types, each type and/or size of material shall be batched and weighed separately. Where mineral filler is used, it shall be batched and weighed separately. At the time of its use the fine aggregate shall be free from frozen material and aggregate containing foreign material will be rejected.

All fine aggregate shall be stockpiled for at least 24 hours prior to use.

F. Mixing Water

Water for use in concrete and for curing shall be free from oils, acids, organic matter or other deleterious substances and shall not contain more than 1,000 parts per million of chlorides as Cl nor more than 1,000 parts per million of sulfates as SO₄.

Water from municipal supplies approved by the State Health Department will not require testing. Contractor shall sample and test water from other sources and submit test results to the Engineer or designated representative for approval 10 days prior to proposed use.

Tests shall be made in accordance with "Standard Method of Test for Quality of Water to be used in Concrete", AASHTO Method T-26.

G. Transit-mixed Concrete

The use of transit-mixed (ready-mixed) concrete will be permitted by the Engineer or designated representative provided the batching plant and mixer trucks meet requirements of quality specified herein.

When ready-mixed concrete is used, additional mortar (1 sack cement, 3 parts sand and sufficient water) shall be added to each batch to coat the drum of the mixer or agitator truck. Delivery of concrete to the site of the work and its discharge from the truck mixer, agitator or non-agitating equipment shall be in accordance with the requirements of Item No. 410S, "Concrete Structures".

Ready-mixed concrete, batching plant and mixer truck operation shall include the following:

- 1) A ticket system will be used that includes a copy for the construction inspector. The ticket will have machine stamped time/date of the concrete batch, weight of cement, sand and aggregates; exact nomenclature and written quantities of admixtures and water. Any item missing or incomplete on the ticket may be cause for rejection of the concrete.
- 2) Sufficient trucks will be available to support continuous slab placements. The Contractor will satisfy the Engineer or designated representative that adequate standby trucks are available to support monolithic placement requirements.
- 3) A portion of the mixing water, required by the batch design to produce the specified slump, may be withheld and added at the job site but only with the permission of the Engineer or designated representative and under the Inspector's observation. When water is added under these conditions, it will be thoroughly mixed before any slump or strength samples are taken.

H. Joint Sealer

Unless otherwise shown on the plans, joint sealant for concrete pavement used on airport runways and/or taxiways shall be TxDOT Class 5. All other joint sealant shall be TxDOT Class 2.

As a minimum, the joint sealant shall comply with the following. The manufacturer of the joint sealant shall furnish certification that the product to be supplied meets or exceeds the specification.

- 1) Class 2 (Hot Poured Rubber-Asphalt). This sealer shall conform to Standard Specification Item No. 313S, "Cleaning and/or Sealing Joints and Cracks (Asphaltic Concrete)". The sealer must be compatible with asphaltic concrete.
- 2) Class 5 (Low Modulus Silicone Sealant for Concrete Pavement). This material shall conform to Item 413S, "Cleaning and/or Sealing Joints and Cracks (PCC)" and shall be furnished in a one-part silicone formulation, which does not require a primer for bond to concrete. A backer rod shall be

required which will be compatible with the sealant. No bond or reaction shall occur between the rod and sealant. The sealant shall adhere to the sides of the concrete joint. It shall not crack or break when exposed to temperatures below 32°F (0°C).

The sealant material shall have the following properties:

Color	Gray
Flow, MIL-2-8802D, Sec 4.8.4, max	0.2
Working time, minutes	10
Tack-free time at 77° F +/- 2 o F (25°C +/- 1.1°C), MIL-2-8802D,	
Sec 4.8.7, minutes	60
Cure time at 77°F (25oC), days	7-14
Full Adhesion, days	14-21

As Cured - after 7 days at 77°F (25°C), and 40% Relative Humidity

Elongation, minimum percent	1200
Durometer Hardness, Shore A, ASTM D 2240, min	15
Joint movement capability, percent	+100/-50
Tensile Strength, maximum elongation, percent	100
Peal strength, psi	25 (172 kPa)

I. Backer Rod

Backer Rod shall be expanded closed cell polyethylene foam compatible with sealant. No bond or reaction shall occur between rod and sealant. Backer Rod shall be of sufficient width to be in compression after placement.

J. Joint Filler

Boards for expansion joint filler and for contraction and longitudinal joints shall be of the size, shape and type indicated.

Board shall be obtained from Redwood, Cypress, Gum, Southern Yellow Pine or Douglas Fir timber. They shall be solid heartwood and shall be free from sapwood, knots, clustered birdseye, checks and splits. Occasional sound or hollow birdseye, when not in clusters, will be permitted provided the board is free from any other defects that will impair its usefulness as a joint filler. With the exception of Redwood and Cypress, all boards shall have a creosote or pentachlorophenol treatment of 6 pounds per cubic foot (96 kg/m³). When oven dried at 230°F (110°C) to a constant weight, the weight of the board per cubic foot (minus treatment), shall not be less than 20 pounds nor more than 35 pounds (not less than 320 nor more than 561 kgs per cubic meter).

K. Asphalt Board

Asphalt board when used as indicated shall be of required size, full depth of concrete placement and uniform thickness. When used in transverse joints, it shall conform approximately to shape of the pavement crown as indicated. Asphalt board shall consist of 2 liners of 0.016-inch (0.4 mm) asphalt impregnated paper filled with a mastic mixture of asphalt and vegetable fiber and/or mineral filler. Boards shall be smooth, flat and straight throughout and shall be sufficiently rigid to permit easy installation. Boards that crack or shatter during installing and finishing operations will not be acceptable. Board shall be furnished in lengths equal to 1/2 the pavement width or in lengths equal to the width between longitudinal joints and may be furnished in strips or scored sheets of the required shape. When tested in accordance with TxDOT Test Method Tex-524-C the asphalt boards shall not deflect from the horizontal more than 3/4 inch in 3 1/2 inches (19.3 cm in 90 cm). The asphalt board shall be placed such that they will not interfere with the bonding of the joint sealer.

L. Load Transmission Devices for Expansion and Contraction Joints

Approved load transmission devices, when indicated, shall meet the requirements specified herein:

Smooth steel bar dowels, used when indicated, shall be of the size and type indicated and shall be open-hearth, basic oxygen or electric-furnace steel conforming to the properties specified for grade 60 in ASTM A 615. The free end of dowel bars shall be smooth and free of shearing burrs.

When indicated, one end of each dowel bar shall be encased in an approved cap having an inside diameter of 1/16 inch (16 mm) greater than the diameter of the dowel bar. The cap shall be of such strength, durability and design as to provide free movement of the dowel bar and shall be approved by the Engineer or designated representative prior to use. One end of the cap shall be filled with a soft felt plug or shall be void in order to permit free movement of the dowel bar for a distance equivalent to 150 percent of the width of the expansion joint used. The dowel caps and dowel bars shall be held securely in place by bar ties as indicated on the drawings. Mechanical methods of implanting dowel bars in the plastic concrete may be used when approved by the Engineer or designated representative.

Where required, dowel bars shall be coated with a plastic material meeting the requirements indicated.

Where red lead and oil bar coating is indicated, the red lead may be of any standard commercial grade and the oil shall be clean and no lighter than Standard No. 30 SAE grade. Approved thinner and dryer may be added to the red lead, but the material upon application shall be of such consistency that will provide a uniform and heavy coating on the bar. Where asphalt bar coating is indicated, the material may be any standard grade of oil asphalt and shall be applied hot. Cutback asphalt will not be permitted for bar coating.

M. Metal Installing Devices for Joint Assembly

Metal installing devices for expansion and contraction joint assemblies (such as welded wire bar chairs, bar stakes and marker channels, channel caps, etc.) shall be as indicated or may be similar devices of equivalent or greater strength, approved by the Engineer or designated representative, that will secure joint assembly in correct position during the placing and finishing of concrete. Load transmission devices used in joint assemblies shall be secured in position by a transverse metal brace of the type and design indicated or may be secured in position by other approved devices of equivalent or greater strength that will provide positive mechanical connection between the brace and each unit (or than by wire tie) and prevent transverse movement of each load transmission device.

N. Steel Reinforcement

Steel reinforcing bars as required including tie bars shall be open-hearth, basic oxygen or electric-furnace new billet steel of Grade 60 or Grade 40 for concrete reinforcement as indicated. Bars that require bending shall be Grade 40 conforming to the requirements of ASTM A 615.

High yield reinforcing steel shall be either (a) open-hearth, basic oxygen or electric-furnace new billet steel conforming to ASTM A 615 Grade 60 or (b) rail steel bars for concrete reinforcement, conforming to ASTM A 616 Grade 60. Bars produced by piling method will not be accepted. High yield reinforcing steel bars shall be further identified by a special marking rolled into each bar. All reinforcing steel shall be deformed bars conforming to the requirements of pertinent ASTM Specifications.

~~Where prefabricated deformed wire mats are indicated or permitted, the wire shall be cold worked deformed steel wire conforming to the requirements of ASTM A 496, except that steel shall be made by open-hearth, electric-furnace or basic oxygen processes. The prefabricated deformed wire mats shall conform to the requirements of ASTM A 497, except that wires used shall be deformed and transverse wires shall project beyond the centerline of each edge longitudinal wire as indicated. Mats that have been bent or wires dislocated or parted during shipping or project handling shall be realigned to within 1/2 inch (13 mm) of original horizontal plane of the mat. Mats with any portion of the wires out of vertical alignment more than 1/2 inch (13 mm) after realignment and/or wires dislocated or mutilated so that, in the opinion of the Engineer, they do not represent the original mat, shall be rejected. The reinforcement may be clamped or wired so that the reinforcement will retain the horizontal and vertical alignment as indicated or as approved by the Engineer or designated representative. Deformed wire may be~~

~~used for tie bars and load transfer bars that require bending. The nominal size, area and theoretical weight of reinforcing steel wires covered by this provision are as listed in Table II. When fabricated steel bars or rod mats are indicated, the mats shall meet requirements of ASTM A 184.~~

~~Steel wire fabric reinforcement shall be of the gage and spacing indicated and shall conform to the requirements of ASTM A 82. Longitudinal and transverse wires shall be electrically welded together at all points of intersection and the welds shall be of sufficient strength that they will not be broken during handling or placing. All welding and fabrication of fabric sheets shall conform to the requirements of ASTM A 185. Welded steel wire fabric shall be furnished in sheets as indicated and steel having been previously bundled into rolls will not be accepted. An approved hinge will be permitted in each sheet to provide for each sheet longitudinally. When wire fabric is used, it will replace only the longitudinal and transverse bars. The tie bars and load transmission units at joints will not be affected.~~

Table II: DIMENSIONAL REQUIREMENTS FOR DEFORMED STEEL WIRE FOR CONCRETE REINFORCEMENT				
Deformed Wire	Unit Weight	Diameter	Cross-Sectional Area,	Perimeter
Size No	Pounds Per Ft. (Kgs per Meter)	Inches (Centimeters)	Sq. inches (Sq. Centimeters)	Inches (Centimeters)
D-1	0.034 (.051)	0.113 (.287)	0.01 (.06)	0.355 (.902)
D-2	0.068 (.101)	0.159 (.404)	0.02 (.13)	0.499 (1.267)
D-3	0.102 (.152)	0.195 (.495)	0.03 (.19)	0.612 (1.554)
D-4	0.136 (.202)	0.225 (.572)	0.04 (.26)	0.706 (1.793)
D-5	0.170 (.253)	0.252 (.640)	0.05 (.32)	0.791 (2.009)
D-6	0.204 (.304)	0.276 (.701)	0.06 (.39)	0.867 (2.202)
D-7	0.238 (.354)	0.296 (.752)	0.07 (.45)	0.936 (2.377)
D-8	0.272 (.405)	0.319 (.810)	0.08 (.52)	1.002 (2.545)
D-9	0.306 (.455)	0.338 (.859)	0.09 (.58)	1.061 (2.695)
D-10	0.340 (.506)	0.356 (.904)	0.10 (.65)	1.118 (2.840)

D-11	0.374 (.557)	0.374 (.950)	0.11 (.71)	1.174 (2.982)
D-12	0.408 (.607)	0.390 (.991)	0.12 (.77)	1.225 (3.112)
D-13	0.442 (.658)	0.406 (1.031)	0.13 (.84)	1.275 (3.239)
D-14	0.476 (.708)	0.422 (1.072)	0.14 (.90)	1.325 (3.366)
D-15	0.510 (.759)	0.437 (1.110)	0.15 (.97)	1.372 (3.485)
D-16	0.544 (.810)	0.451 (1.146)	0.16 (1.03)	1.416 (3.600)
D-17	0.578 (.860)	0.465 (1.181)	0.17 (1.10)	1.460 (3.708)
D-18	0.612 (.911)	0.478 (1.214)	0.18 (1.16)	1.501 (3.813)
D-19	0.646 (.961)	0.491 (1.247)	0.19 (1.23)	1.542 (3.917)
D-20	0.680 (1.012)	0.504 (1.280)	0.20 (1.29)	1.583 (4.021)
D-21	0.714 (1.063)	0.517 (1.313)	0.21 (1.35)	1.624 (4.125)
D-22	0.748 (1.113)	0.529 (1.344)	0.22 (1.42)	1.662 (4.221)
D-23	0.782 (1.164)	0.541 (1.375)	0.23 (1.48)	1.700 (4.318)
D-24	0.816 (1.214)	0.553 (1.405)	0.24 (1.55)	1.737 (4.412)
D-25	0.850 (1.265)	0.564 (1.433)	0.25 (1.61)	1.772 (4.500)
D-26	0.884 (1.316)	0.575 (1.461)	0.26 (1.68)	1.806 (4.587)
D-27	0.918 (1.366)	0.586 (1.488)	0.27 (1.74)	1.841 (4.676)
D-28	0.952 (1.417)	0.597 (1.516)	0.28 (1.81)	1.876 (4.765)
D-29	0.986 (1.467)	0.608 (1.544)	0.29 (1.87)	1.910 (4.851)
D-30	1.020 (1.518)	0.618 (1.570)	0.30 (1.94)	1.942 (4.933)
D-31	1.054 (1.569)	0.628 (1.595)	0.31 (2.00)	1.973 (5.011)

O. Polyethylene Film

Polyethylene film shall be opaque pigmented white in color and shall be manufactured from virgin resin without additives or scrap. It shall be sufficiently strong and tough to permit its use under the conditions existing on street paving work without being torn or otherwise rendered unfit for the purpose during the curing period. The film shall have a minimum thickness of 4 mils (0.004 inch), shall have a minimum tensile strength of 1,700 psi at 77°F (11,720 kPa at 25°C) in the longitudinal direction and 1,200 psi at 77°F (8,275 kPa at 25°C) in the transverse direction and shall have a minimum elongation of 200 percent at 77°F (25°C) in the longitudinal direction and 150 percent at 77°F (25°C) in the transverse direction. The permissible percent moisture loss shall not exceed 2 percent after 24 hours and 4 percent after 72 hours. Tests for tensile strength and elongation will be conducted in accordance with ASTM Designation: D 882, Method A. Tests for moisture retention will be conducted in accordance with ASTM Designation: C 156.

P. Membrane Curing Compound

Membrane curing compound shall conform to Item No. 409S, "Membrane Curing", Type 2 white pigmented.

Q. Asphalt Curing

Where asphalt is to be placed on a concrete base, asphalt shall be used for curing concrete base, the material shall conform to Item No. 301S, "Asphalts, Oils and Emulsions" for RS-2 or RS-2h or as indicated on the drawings.

360S.4 Equipment

A. General

All equipment necessary for construction of this item shall be on the Project and shall be approved by Engineer or designated representative as to conditions before the Contractor will be permitted to begin construction operations on which the equipment is to be used. When approved by the Engineer or designated representative in writing, a commercial or independently operated batching plant for measuring materials outside limits of the project may be used.

B. Mixer

The mixer furnished may be either a paving mixer (operated at site of construction or centrally located), a stationary mixer (central mixer) or a paving mixer (truck mounted) that will produce adequately mixed concrete meeting the specified requirements. The mixer, or mixers, shall conform to the following requirements:

- 1) Each mixer shall have attached in a prominent place a manufacturer's plate showing rated capacity of the drum in terms of volume of mixed concrete and the recommended speed of rotation of the mixing drum or blades.
- 2) The stationary mixer (central mixer) or truck mounted paving mixer shall be operated at the manufacturer's recommended speed.

- 3) The size of the paving mixer shall not be less than that of a 27-E paver, as established by the Mixer Manufacturer's Bureau of Associated General Contractors. The paving mixer shall be operated at a drum speed of not less than 16 revolutions per minute and not more than 22 revolutions per minute. Pickup and throw over blades in the drum of the mixer shall be replaced when worn down 3/4 inch (19 mm) or more.
- 4) Each truck mounted paving mixer shall be approved by the Engineer or designated representative prior to use on the project. It shall be classified as a "paving mixer" by the manufacturer and shall be so designed that a uniform and low slump concrete (approximately 1 1/2 inch [38 mm] slump) can be mixed without aggregate size segregation. The mixer shall be capable of discharging the low slump concrete at a speed of 10 seconds per cubic yard (13 seconds per cubic meter) or faster.
- 5) Each mixer shall be equipped with an approved automatic device for satisfactorily timing the mix and locking the discharging device in order to prevent the discharging of the mixer before the end of the required mixing period. This timing device shall operate a sounding device to signal plainly the completion of the mixing time. When permitted by the Engineer a light signal device may be used.
- 6) Multiple drum mixers will be permitted provided their operation is properly synchronized. The mixing time shall be determined exclusive of the time required to transfer concrete from one drum to the next drum.
- 7) Each mixer shall be equipped with a water-measuring device so constructed that it will measure the water within 1 percent of the total amount required for each batch. Unless the water is to be weighed, the water measuring equipment shall include an auxiliary tank with a capacity greater than that of the measuring tank and from which the measuring tank will be filled by gravity flow. The measuring tank shall be open to the atmosphere and shall be so placed and constructed that the water for a batch can be discharged into a calibrated tank or weighing device for checking the accuracy of water measurement without seriously delaying the paving operations. The Contractor shall have a calibrated tank or weighing device available at all times at a location satisfactory to the Engineer or designated representative.
- 8) If a paving mixer is furnished and operated at the site of construction, it shall be equipped with a power controlled boom and bucket, so designed as to permit uniform distribution of the concrete for the full width between pavement forms. Alternate equipment for distributing concrete may be substituted when approved by the Engineer in writing, provided uniform distribution is obtained without segregation.
- 9) If central mixed concrete is used on the project, the Contractor shall provide equipment designed to provide uniform distribution for the concrete for the full width between pavement forms without segregation.

C. Transit-mix Trucks

When transit-mix (ready-mix) concrete is used, additional mortar (1 sack cement, 3 parts sand and sufficient water) shall be added to the batch to coat the drum of the mixer or agitator truck. This shall be required for every load of concrete. The mixing speed shall be attained as soon as all ingredients are in the mixer. Each complete batch (containing all the required ingredients) shall be mixed not less than 70 nor more than 100 revolutions of the drum at mixing speed.

A portion of the mixing water, required by the batch design to produce the desired slump, may be withheld and added at the job site, but only with permission of the Engineer and under the Engineer's supervision. When water is added at the job site, 25 revolutions (minimum) at mixing speed, will be required to flush down the blades after charging shall be accurately measured and included in the quantity of mixing water. The introduction of the initial mixing water, except blade wash down water and that permitted in this Article shall be prior to or simultaneous with the charging of the aggregates and cementitious material.

Mixing and agitating speed shall be as designated by the mixer manufacturer. All revolutions after prescribed mixing shall be at agitating speed. Except for short periods of time during discharge, the drum shall be kept in continuous motion from the time the mixing is started until the discharge is completed.

Additional mortar, consisting of 1 sack cement, 3 parts sand and sufficient water, shall be added to the batch to coat the drum of the transit mixer or agitator truck. This shall be required for every load of concrete.

The loading of transit-mixers shall not exceed 63 percent of the drum volume. When used as an agitator only, the loading of truck mixers shall not exceed 80 percent of the drum volume.

The batching plant and transit-mix trucks shall operate under the following system:

- 1) A ticket system will be used that includes a copy for the construction inspector. The ticket will have machine stamped time/date of water/cement batch; weight of cement, fly ash (if applicable), water, sand and aggregates; exact nomenclature and quantities of admixture. Any item missing or incomplete on the ticket will be cause for rejection. Coded readouts may be used if approved in advance by the Engineer.
- 2) Sufficient trucks will be available to support continuous placements. The Contractor will satisfy the Engineer that adequate standby trucks are available to support monolithic placement when required.
- 3) A portion of the mixing water, required by the batch design to produce the desired slump, may be withheld and added at the job site, but only with the permission of the Engineer and under the Inspector's observation. When water is added under these conditions, it will be thoroughly mixed before any slump or strength beam samples are taken.

D. Hauling Equipment

Batch hauling equipment for the transportation of measured materials from the batching plant to the mixer shall be equipped with tight covers, which shall be used to prevent excessive evaporation of moisture or any loss of material.

If a central mixer is used, concrete may be transported to the point of delivery in truck agitators or non-agitating trucks.

If a truck mounted paving mixer is used, it may be used to transport the concrete after mixing is complete.

If non-agitator trucks are used they shall conform to the following requirements:

The bed of non-agitating hauling equipment shall be a smooth, mortar-tight, metal container. The hauling equipment shall be capable of delivering the concrete to the work site in a thoroughly mixed and uniform mass and capable of discharging the concrete at a satisfactory controlled rate without segregation. If in the opinion of the Engineer any appreciable segregation or accumulation of excess water and/or mortar occurs on the surface of the concrete, this may be cause for rejection and this method of transporting the concrete to the point of delivery shall be suspended as directed by the Engineer.

E. Subgrade or Subbase Planer and Templates

Unless a stabilized subbase is provided, an approved subbase planer shall be provided, mounted on visible rollers riding on the forms and having adjustable cutting blades which shall trim the subgrade to the exact section as indicated. The planer frame shall be heavy enough to remain on the forms at all times and shall be of such strength and rigidity that, under a test made by changing the support from the wheels to the center, it shall not develop a deflection for more than 1/8 inch (3 mm). Tractive power equipment used to pull the planer shall not be such as to produce ruts or indentations in the subgrade.

When the slip form method of paving is to be used, the subgrade planer will be operated on a prepared track grade or controlled by an electronic sensor system operated from a string line that establishes the horizontal alignment and the elevation of the subbase.

A template for checking the contour of the subbase shall be provided and operated by the Contractor. The template shall rest upon the side forms and shall be of such strength and rigidity that, under a test made by changing the support to the center, it shall not show a deflection of more than 1/8 inch (3 mm). It shall be provided with accurately adjustable rods projecting downward to the subgrade at 1-foot (30 cm) intervals and these rods shall be adjusted to the required cross section of the bottom of the slab when the template is resting upon the side forms. Where stabilized subbase is provided, use of a scratch template will be required.

F. Forms

Side forms shall be of metal of approved cross section. The preferred depth of the form shall be equal to the required edge thickness of the pavement. Forms with depth greater than the required edge thickness of the pavement will be permitted.

The length of form sections shall not be less than 10 feet (0.3 meters) and each section shall provide for staking in position with not less than 3 pins. Flexible or curved forms of wood or metal of proper radius shall be used for curves of 200-foot (61 meter) radius or less. Forms shall be of ample strength and shall be provided with adequate devices for secure setting so that when in place they will withstand, without visible springing or settlement, the impact and vibration of the spreading

and finishing machinery. In no case shall the base be less than 6 inches (15.2 cm) for a form 6 inches (15.2 cm) or more in height. The forms shall be free from warps, bends or kinks and shall be sufficiently true to provide a reasonably straight edge on the concrete. The top of each form section, when tested with a straightedge shall conform to the requirements specified for the surface of the completed pavement. Sufficient forms shall be provided for satisfactory prosecution of the work.

Outside curb forms shall be of wood or metal of a section satisfactory to the Engineer or designated representative, straight, free of warp and shall be in a depth at least equal to the depth of the curb. They shall be mounted on the paving forms and securely attached thereto and maintained in true position during the placing of the concrete. Inside curb forms, if required, shall be of approved material and of such design as to provide the curb required and shall be rigidly attached to the outside forms.

G. Concrete Spreader

Use of concrete spreader shall be required and it shall be a self-propelled machine having sufficient power and traction to spread and strike off concrete without slippage on the forms. It shall be equipped with a power driven device for spreading the concrete uniformly between the forms. The spreading device may be either a reciprocating blade, a screw conveyer or a belt conveyer. The spreader shall be capable of striking off the surface of the concrete between the forms in the longitudinal direction of the slab at any required elevation.

Mechanically operated concrete spreaders of other designs, which uniformly distribute the concrete with a minimum of segregation, may be used when approved by the Engineer.

H. Slipform Paver

With prior approval, the Contractor may place concrete with slip form paver. This paver shall be equipped with a longitudinal trans-angular finishing float adjustable to crown and grade and be satisfactory to the Engineer or designated representative. The float shall extend across the pavement practically to the side forms and/or the edge of slab. A "string line" shall be used to provide grade control for the paver.

I. Mechanical Vibratory Equipment

All concrete placed for pavement shall be consolidated by approved mechanical vibrators operated ahead of the transverse finishing machine and designed to vibrate the concrete internally and/or from the surface. Vibratory members shall extend across the pavement practically to, but shall not come in contact with the side forms. Mechanically operated vibrators shall be mounted in such manner as not to interfere with transverse or longitudinal joints. The internal-type vibrators shall be spaced at not more than 24 inches (61 cm) and shall be equipped with synchronized vibratory units. Separate vibratory units shall be spaced at sufficiently close intervals to provide uniform vibration and consolidation to the entire width of the pavement. The frequency in air of the interval spud type vibratory units shall be not less than 8,000 cycles per minute and not less than 5,000 cycles per minute for tube types and the method of operation shall be as

directed by the Engineer or designated representative. The Contractor shall have a satisfactory tachometer available for checking vibratory the elements.

The pavement vibrators shall not be used to level or spread the concrete but shall be used only for purposes of consolidation. The vibrators will not be operated where the surface of the concrete, as spread, is below the elevation of the finished surface of the pavement, except for the first lift of concrete where double strike off method of placement is employed and the vibrators shall not be operated for more than 15 seconds while the machine upon which they are installed is standing still.

The pan type vibratory units shall apply the vibrating impulses directly to the surface of the concrete. The operating frequency shall be not less than 3,500 cycles nor more than 4,200 cycles per minute in air. The Contractor shall have a satisfactory tachometer available for checking the speed of the vibratory elements.

Approved hand manipulated mechanical vibrators shall be furnished in the number required for provision of proper consolidation of the concrete along forms, at joints and in areas not covered by mechanically controlled vibrators. These vibrators shall be sufficiently rigid to insure control of the operating position of the vibrating head.

Complete and satisfactory consolidation of the concrete pavement is a most important requirement of this specification. Cores taken shall be carefully examined for voids, honeycombing or other evidence of incomplete consolidation. If such evidence is present, changes in the consolidation procedures and/or equipment will be made to insure satisfactory consolidation.

J. Finishing Equipment

1. Transverse Finishing Machine

The Transverse finishing machine shall be provided with 2 screeds accurately adjusted to the crown of the pavement, shall be self-propelled and mounted in a substantial frame equipped to ride on the forms, or may be slip form finished, and shall be so designed and operated as to strike off and consolidate the concrete.

2. Longitudinal Finishing

A transverse drag float may be used in lieu of the longitudinal finishing machine with the Engineer's approval. Finishing machines shall be maintained in a tight and good operating condition, accurately adjusted to the required crown or profile and free from deflection, wobble or vibration tending to affect the precision of finish. Machines failing to meet these requirements will be rejected by the Engineer or designated representative and the Contractor shall provide approved equipment.

Where hand finishing is permitted under this specification, the Contractor shall provide a strike template and a tamping template both of 4 by 10 inch (10 by 25 cm) lumber or equivalent metal section and at least 2 feet longer than the width of the pavement. Both templates to conform to the crown section of the pavement and the tamp, if of wood, shall have a steel face not less than 3/8 inch (9.5 mm) in thickness. The Contractor shall also provide a

longitudinal float of approved design and not less than 14 feet (4.25 meters) in length.

The Contractor shall furnish and maintain at least two standard 10-foot (3.05 meter) steel straightedges on the work site at all times during the paving operations. The Contractor shall operate same in the presence of the Engineer or designated representative.

The Contractor shall furnish a sufficient number of bridges to ride on the forms and span the pavement for finishing operations and for the installation and finishing of joints. All necessary finishing and edging tools shall be furnished as may be required to complete the pavement as indicated.

360S.5 Proportioning of Concrete

A. Proportions

Concrete shall be composed of Cementitious Materials, fine aggregate, coarse aggregate, mineral filler and/or admixture if used and water, mixed in the proportions designated by the approved Mix Design and in the manner set forth in this specification. On the basis of job and laboratory investigations of the proposed materials, the Contractor will fix proportions by weight of water, coarse aggregate, fine aggregate, cementitious materials, admixture and mineral filler where required, in order to produce concrete of the specified strength and workability for the actual delivery time and site conditions to be encountered. Where curbs are placed separately, the Engineer or designated representative may allow aggregate gradation conforming to Class A Concrete, Item No. 403S, "Concrete for Structures".

B. Concrete Strength

The concrete mix to be designed to produce a concrete with the following requirements:

Table 1: CONCRETE PAVEMENT		
Item	Test	Value
Entrained Air	Tex-416-A	3 to 6 percent
Water-Cement Ratio gal.(liter)/sack, Maximum		6.25 (23.66)
Sacks Cement, Minimum, 4 pounds (42.6 KG) ea		6 per cubic yard (7.85 per cubic meter)
Coarse Aggregate Factor		0.65 min - 0.85 max.
Compressive Strength after 7 Day, psi	Tex-418-A	4000 (27,600)

(kPa)		
Compressive Strength after 28 day, psi (kPa)	Tex-418-A	4500 (31,000)
Maximum Concrete Mix Temperature °F (°C)		95 (35)
Retarder: Regular Concrete increase in time over 360S.7(3) , minutes, Maximum		60

Table 2: HIGH EARLY STRENGTH CONCRETE		
Item	Test	Value
Cement Type		III
Entrained Air	Tex-416-A	3 to 6 percent
Water-Cement Ratio gal. (liter)/sack, Maximum		6.25 (23.66)
Sacks Cement, Minimum, 94 pounds (42.6 KG) ea		7 per (9.16 per cubic meter)
Coarse Aggregate Factor		0.65 min-0.85 max
Slump, inches (Centimeters)	Tex-415-A	1/2 to 2 (1.25 to 5.0)
Compressive Strength, after 24 hours, psi (kPa)	Tex-418-A	2,100 (14,500)
Compressive Strength, after 3 days, psi (kPa)	Tex-418-A	2,750 (19,000)
Compressive Strength, after 7 Days, psi (kPa)	Tex-418-A	4,500 (31,000)
Compressive Strength, after 28 Days,	Tex-418-A	4,925 (34,000)

psi (kPa)		
Maximum Concrete Mix, Temperature oF (oC)		95 (35)

The Contractor may submit a mix design using high range water reducing admixtures conforming to Item No. 405S, "Concrete Admixtures" in lieu of the concrete pavement mix specified and shall meet the following requirements:

Table 3: HIGH RANGE WATER REDUCING ADMIXTURES: SUPERPLASTERSIZER CONFORMING TO SPECIFICATION ITEM NO. 405S, "CONCRETE ADMIXTURES"		
Item	Test	Value
Entrained Air	Tex-416-A	3 to 6 percent
Water-Cement Ratio, (liter)//sack, Maximum		6.25
Sacks Cement, Minimum, 94 pounds (42.6 KG) ea		6 per cubic yard(7.85 per cubic meter)
Coarse Aggregate Factor		0.65 min. - 0.85 max.
Slump, inches (cms) before Admixture	Tex-415-A	1/2 to 2 (1.25 to 5)
Slump, Inches (cms) after Admixture	Tex-415-A	4 to 10 (2.5 to 25)
Compressive Strength, after 3 days, psi (kPa)	Tex-418-A	3,125 (21,500)
Compressive Strength, after 7 days, psi, (kPa)	Tex-418-A	4,500 (31,000)
Compressive I Strength, after 28 days, psi (kPa)	Tex-418-A	4,925 (34,000)
Maximum Concrete Mix, Temperature, °F (°C)		100 (37.8)
Retarder, Regular Concrete Over 360S.7C, Minutes, Maximum		120

Number Of Tests ^{2,3}	Standard Deviation, psi (mPa)				
	300 (2.06)	400 (2.75)	500 (3.44)	600 (4.13)	700 (4.82)
15	470 (3.24)	620 (4.27)	850 (5.85)	1,120 (7.71)	1,390 (9.57)
20	430 (2.96)	580 (3.99)	760 (5.23)	1,010 (6.95)	1,260 (8.67)
30 or more	400 (2.75)	530 (3.65)	670 (4.61)	900 (6.20)	1,130 (7.78)

Notes:

1. When designing the mix, add the tabulated amounts to the minimum design strength in Tables 1, 2 or 3. Maximum water-cement or water-cementitious ratio by weight
2. Number of tests of a concrete mixture used to estimate the standard deviation of a concrete production facility. Test of another mix within 1,000 psi (6.88 MPa) of the specified strength may be used.
3. If less than 15 prior tests are available, the overdesign should be 1,200 psi (8.26 MPa) for specified strengths from 3,000 to 5,000 psi (20.65 to 34.42 MPa) and 1,400 psi (9.64 MPa) for specified strengths greater than 5,000 psi (34.42 MPa).

High range water reducing admixtures shall be capable of maintaining the original slump until placement and screeding, which may be 2 hours, without the addition of water, additional admixture or other retempering or remixing techniques.

C. Workability of Concrete

Concrete shall be uniformly plastic, cohesive and workable. Workable concrete is defined as concrete which can be placed without honeycomb and without voids in the surface of the pavement after the specified finishing machine has been over a given area twice. Workability shall be obtained without producing a condition such that free water appears on the surface of the slab when being finished as specified. Where water appears on the surface of the concrete after finishing and this condition cannot be corrected by reasonable adjustment in the batch design, the bleeding to be immediately corrected by one of the following measures or a combination of two or more of the following listed measures:

1. Redesign of the batch.
2. Addition of mineral filler to fine aggregates.
3. Increase of cement content.
4. Use of an approved air entraining agent or approved admixture.

In the event that the measures taken do not eliminate the bleeding immediately, concrete placement operations will be suspended, as directed by the Engineer or designated representative, by placing a bulkhead or "header" as indicated and

according to applicable requirements for intentional stoppage of placement of concrete under Item No. 360S, "Concrete Pavement" and will remain suspended until such time as additional trial mixes demonstrate that a non-bleeding batch design has been achieved. Failing to achieve a satisfactory laboratory batch design the Contractor will be required to use different materials and to submit samples thereof for additional trial mixes and pilot beams.

The mix will be designed with the intention of producing concrete, which will have a slump of 1 1/2 inches (3.8 cms). The slump shall not be less than 1/2 inch (1.25 cms) nor more than 2 inches (5 cms).

D. Mix Design

The Contractor shall be responsible for the design of the concrete mix. The mix design shall be prepared and sealed by a person qualified and experienced in such work. Establish proportions on the basis either of laboratory trial batches or of field experience with the materials to be employed.

When ice is used to lower the concrete temperature during hot weather concrete placement (Section 13 of Standard Specification Item No.410S, "Concrete Structures"), the Contractor shall furnish a mix design (Section 6 of Standard Specification Item No. 403S, "Concrete for Structures") acceptable to the Engineer or designated representative for class of concrete specified. The addition of ice shall not exceed 50% of the total mix water weight.

Complete concrete mix design data shall be submitted to the Engineer or designated representative for approval at least 10 days before concrete placement begins. Submittal of the mix shall be accompanied by such test data and certifications as may be necessary to demonstrate compliance with specification requirements. Approval of this mix design shall in no way relieve the Contractor of responsibility for the quality of the concrete.

It shall also be the responsibility of the Contractor to determine and measure batch quantity of each ingredient, including water, not only for batch designs but for all concrete produced for the project, so that the mix conforms to these specifications.

Trial batches shall be made and tested using all the proposed ingredients prior to the placing of concrete and also when the aggregate and/or type, brand or source of cement or admixture is changed. When the brand and/or source of cement only is changed, the Engineer or designated representative may waive trial batches only if a prior record of satisfactory performance of the cement has been established.

Mix designs used successfully on previous or concurrent jobs may be approved by the Engineer or designated representative without trial batches if it is shown that there is no substantial change in any of the proposed ingredients.

The Contractor shall prepare a minimum of four concrete test beams of each mix design, cure and test two each at the age of 7 and 28 days. From these preliminary tests the water-cement ratio required to produce concrete of the specified strength will be selected by the Contractor for approval by the Engineer or designated representative. The Contractor may at any time present in writing a suggested mix design and if the Engineer or designated representative concurs with the suggested design, the Contractor shall conduct trial batches necessary to determine its acceptability under these specification requirements.

The Contractor shall furnish and operate the mixer approved for use on this project unless the concrete is to be furnished from a transit mix (ready-mix) plant. For mixing the concrete to be used in making the preliminary test specimens, a minimum 1 cubic yard (1 cubic meter) batch shall be mixed or a batch of sufficient size to afford proper mixing, whichever is the greater. In lieu of the above mixer and procedure, the Contractor may furnish a portable mixer of sufficient rated capacity to mix a minimum 3-sack batch; in which case, the batch mixed for the preliminary test not to be less than the rated capacity of the mixer furnished. A coating batch will be mixed prior to mixing for test beams.

No additional compensation to be allowed for equipment, materials or labor involved in making job mix design test specimens.

After the mix proportions and water-cement ratio required to produce concrete of the specified strength have been determined, placing of the concrete may be started. The strength of the concrete in the completed pavement will be determined by a minimum of four compressive strength test specimens made, cured with a minimum of two each tested at 7 and 28 days as provided in Texas DOT Bulletin C-11. Modifications of the mix design may be requested by the Contractor on basis of conformity of the strength of these test specimens with the requirements and intent of this specification.

Changes in the water-cement ratio and the mix design, including an increase in cement factor if necessary, will be made when the average 7 day and/or 28 day compressive strength of the concrete, as indicated by the last 10 compressive strength values obtained from tests of cylinders made from concrete of the same water-cement ratio, departs from the desired minimum average strength by more than 4 percent.

E. Construction Testing:

Straightedge surface testing to be carried out as prescribed above.

The Engineer shall take test cylinders for compressive strength values on a random basis. The comparative results shall consist of the average of 2 cylinders each at 7 and 28 days for regular concrete, High early strength concrete and high range water reducing admixture concrete. Tests shall be made for each 500 square yards constructed, in accordance with TxDOT Bulletin C-11. Additional tests may be taken as determined by the concrete placement conditions or for adequately determining the strength of concrete where the early opening of the pavement to traffic is dependent upon concrete strength tests. No extra compensation will be allowed for materials and work involved in fulfilling these requirements.

360S.6 Construction Methods

A. Preparation of Subgrade

Where stabilized subbase is not provided, the subgrade shall be excavated as required, all unstable or otherwise objectionable material removed and all holes, ruts and depressions filled with approved material and compacted. Rolling and sprinkling shall be performed when and to the extent required and the roadbed

shall be completed to or above the plane of the typical sections, lines and grades indicated or as established by the Engineer or designated representative. The subgrade shall be proof rolled and any soft areas shall be repaired before the forms are placed. In the event that the proof rolled subgrade is exposed to rainfall or other conditions, which may soften the subgrade, corrective measures shall be taken and the subgrade shall be proof rolled again.

The subgrade planer shall be operated from approved forms immediately ahead of paving operations and the subgrade shall be finished to the exact section of the bottom of the pavement as indicated. Where traveling form pavers are used, the subgrade planer shall operate on a prepared track grade or be controlled by electronic sensors operating from a stringline that establishes line and grade. It shall be tested with the approved template, operated and maintained by the Contractor. The subgrade shall be maintained in a smooth, compacted condition in conformity with the required section and established grade until the pavement is placed and shall be kept thoroughly wetted down sufficiently in advance of placing any pavement to insure its being in a firm and moist condition for at least 2 inches (5 cms) below the prepared surface. Sufficient subgrade shall always be prepared in advance to insure satisfactory prosecution of the work.

No equipment or hauling shall be permitted on the prepared subgrade, except by special permission of the Engineer or designated representative, which will be granted only in exceptional cases and only where suitable protection in the form of 2-ply timber mats or other approved material is provided.

B. Placing and Removing Forms

The subgrade under the forms shall be firm and cut true to grade so that each form section when placed will be firmly in contact for its whole length and base width and exactly at the established grade. Any subgrade under the forms below established grade shall be corrected, using suitable material, placed, sprinkled and rolled as directed. Forms shall be staked with at least 3 pins for each 10-foot (3-meter) section. A pin shall be placed at each side of every joint. Form sections shall be tightly joined and keyed to prevent relative displacement. Forms shall be cleaned and oiled each time they are used.

Forms shall be set for a sufficient distance in advance of the point where concrete is being placed to permit a finished and approved subgrade length of not less than 300 feet (90 meters) ahead of the mixer. Conformity of the grade and alignment of forms shall be checked immediately prior to placing concrete and necessary corrections made by the Contractor. Where any form has been disturbed or any subgrade becomes unstable, the form shall be reset and rechecked. In exceptional cases, the Engineer or designated representative may require suitable stakes driven to the grade of the bottom of the forms to afford additional support. Sufficient stability of forms to support the equipment operated and to withstand its vibration without springing or settlement shall be required. If forms settle and/or deflect over 1/8 inch (3 mm) under finishing operations, paving operations shall be stopped and the forms shall be reset to line and grade.

Forms shall be leveled using cement-stabilized material containing not less than 1 1/2 sacks of cement per ton (1 2/3 sacks of cement per MG) of mix as placed. The aggregate gradation and water content shall be determined by the Contractor. The cement-stabilized material shall be sufficiently plastic to insure filling voids

underneath the paving forms. Paving equipment will not to be permitted on the forms until the cement-stabilized material has cured for at least 12 hours.

Forms shall remain in place for not less than 8 hours after the concrete has been placed. Forms shall be carefully removed in such a manner that little or no damage will be done to the edge of the pavement. Any damage resulting from this operation shall be immediately repaired. After the forms have been removed, the ends of all joints shall be cleaned and any honeycombed areas pointed up with approved mortar and the surfaces protected with curing material conforming to Item No. 409S, "Membrane Curing".

Immediately after pointing is complete, the form trench, if used, shall be filled with granular material or earth from the shoulders in such manner as to shed water from rainfall and prevent curing material from washing away from the edge of pavement. On completion of the required curing, the subgrade or shoulders adjacent to the pavement shall be placed and compacted in condition to maintain drainage.

* See Modifications for additional information

360S.7 Concrete Mixing and Placing

A. Mixing Methods

The concrete shall be mixed in a mixer conforming to the requirements of this item.

B. Mixing

The aggregates, mineral filler if required, cementitious materials and water shall be measured separately, introduced into the mixer and mixed for a period of not less than 50 seconds nor more than 90 seconds, measured from the time the last aggregate enters the drum to the time discharge of the concrete begins. The required water shall be introduced into the mixing drum during the first 15 seconds of mixing. The entire contents of the drum shall be discharged before any materials of the succeeding batch are introduced.

The Engineer or designated representative may increase the minimum mixing time to that necessary to produce thoroughly mixed concrete based on inspection or appropriate uniformity tests. The mixing time may be varied at any time as necessary to produce acceptable concrete.

If a central mixer is used, the concrete shall be discharged into the specified hauling equipment and delivered to the road site. If truck agitators are used, the concrete shall be continuously agitated at not less than 1 nor more than 6 rpm as directed by the Engineer or designated representative.

The maximum size of the concrete batch, absolute volume, shall not exceed 120 percent of the rated size of the mixer (40.8 cubic feet maximum batch for 34 cubic foot paver-1.2 cubic meter maximum batch for 1 cubic meter paver). Spilling of material from the mixer drum shall be corrected by reducing the size of the batch. Retempering or remixing of concrete will not be permitted.

The initial batch of concrete mixed after each time the mixer is washed out shall be enriched by additional mortar. The additional mortar shall be 1 sack of cement and 3 parts of sand.

When transit-mix (ready-mix) concrete is permitted, the batching plant shall meet the requirements of Item 403S, "Concrete for Structures".

C. Placement

Unless otherwise indicated, the concrete may be placed by using forms or by use of a slipform paver. Any concrete not placed as herein prescribed within 30 minutes after mixing shall be rejected and disposed of as directed except as provided otherwise herein. If in the opinion of the Engineer or designated representative, the temperature, wind and/or humidity conditions are such that the quality of concrete will not be adversely affected, the specified placing time may be extended by a maximum of 45 minutes. Concrete with high range water reducing admixture shall not be placed after the slump has dropped by 3 inches (7.5 cms) or more. Except by specific written authorization of the Engineer or designated representative, concrete shall not be placed when the temperature is below 40oF (4.5oC) and falling but may be placed when the temperature is above 35oF (1.7oC) and rising, the temperature being taken in the shade and away from artificial heat.

When the temperature of the air is above 85oF (29.4oC), an approved retarding agent will be required in concrete. The maximum temperature of all regular concrete placed shall not exceed 95oF (35.0oC), unless otherwise specified.

When concrete is being placed in cold weather, the Contractor shall have available a sufficient supply of an approved covering material to immediately protect concrete if the air temperature falls to 32oF (0oC) or below, before concrete has been placed 4 hours. Such protection shall remain in place during the period the temperature continues below 32oF (0oC) or for a period of not more than 5 days. Neither salt nor other chemical admixtures shall be added to the concrete to prevent freezing. The Contractor shall be responsible for the quality and strength of concrete under cold weather conditions and any concrete damaged by freezing shall be removed and replaced at the Contractor's expense. Concrete shall not be placed before sunrise and shall not be placed later than will permit finishing of the pavement during sufficient natural light.

Concrete shall be placed only on approved subgrade or subbase and unless otherwise indicated on the drawings, the full width of the pavement shall be constructed monolithically. The concrete shall be deposited on the subgrade or subbase in such manner as to require as little rehandling as possible. Where hand spreading is necessary, concrete shall be distributed to the required depth by use of shovels. The use of rakes will not be permitted. Workers will not be permitted to walk in the concrete with any earth or foreign material on their boots or shoes. The placing of concrete shall be rapid and continuous.

When the concrete is to be placed in separate lanes, the junction line shall not deviate from the true line more than 1/2 inch (1.25 cm) at any point and shall be finished as indicated on the drawings.

The mixer shall not be located on completed pavement, except as herein provided, but may be located on the subgrade of that lane of the pavement being constructed, as provided under "Preparation of Subgrade". When limited space, in the opinion of the Engineer or designated representative, requires operation of the mixer on completed pavement, the mixer may be so operated provided the concrete has attained the minimum average compressive strength required and

provided suitable protection to the pavement in the form of 2 ply timber mats or otherwise approved material is provided.

Concrete shall be distributed to such depth that when consolidated and finished, the slab thickness indicated will be obtained at all points and the surface shall not, at any point, be below established grade. Special care shall be exercised in placing and spading concrete against forms and at all joints to prevent the forming of honeycombs and voids.

Concrete for the monolithic curbs shall be the same as for the pavement and if carried back from the paving mixer shall be placed within 20 minutes after being mixed. It may be placed from the separate mixer, if desired, but in any case must be placed while the pavement concrete is still plastic. When sawed joints are used, curbs shall be doweled as indicated and poured after sawing. Curbs doweled on and placed separately may be placed with an extrusion machine.

If a central mixer or batcher is used, the Contractor shall provide a system satisfactory to the Engineer or designated representative for determining that concrete delivered to the road meets the specified requirements for mixing and time of placing.

Unless otherwise indicated, 2 mixers or transit mixers will be required where the double strike off method is employed.

D. Reinforcing Steel and Joint Assemblies

All reinforcing steel, including steel, ~~welded wire fabric reinforcement~~, tie bars, dowel bars and load transmission devices used in accordance with plan provisions shall be accurately placed and secured in position in accordance with details indicated on the drawings. Reinforcing bars shall be securely wired together at alternate intersections, following a pattern approved by the Engineer or designated representative and at all splices and shall be securely wired to each dowel intersected. ~~When wire fabric is used, it shall replace only the longitudinal and transverse bars and shall be securely wired together at all splices and to each dowel intersected. When welded wire fabric is selected, the Contractor shall pour the lower half of the slab, place the welded wire fabric and place the remaining concrete.~~ Tie bars shall be installed in the required position by the method and device indicated. Bar coating indicated and of material specified, shall be completed and the bars and coating shall be free of dirt or other foreign matter at the time of installation in the concrete.

Tightly adhered scale or rust which resists removal by vigorous wire brushing need not be removed except that excessive loss of section to the reinforcement due to rust shall be cause for rejection. Excessive loss of section shall be defined as loss of section to the extent that the reinforcement will no longer meet the physical requirements for the size and grade of steel specified.

Where indicated on the drawings, an assembly of parts at pavement joints, the assembly shall be completed, placed at required location and elevated and all parts rigidly secured in required position by the method and devices indicated on the drawings. Dowel bars shall be accurately installed in joint assemblies as indicated on the drawings, each parallel to the pavement surface and to the center line of the pavement and shall be rigidly secured in the required position by such

means as indicated that will prevent their displacement during placing and finishing of the concrete. Unless specifically authorized by the Engineer or designated representative in writing, the load transmission devices shall be accurately installed in joint assemblies indicated, each unit vertical with its length parallel to the center line of the pavement and all units shall be rigidly secured in required position by such means as indicated that will prevent their displacement during placing and finishing of the concrete. Header boards, joint filler and other material used for forming joints shall be accurately notched to receive each load transmission device. All load transmission devices shall be free of rust and clean when installed in the concrete.

~~The Contractor has the option of substituting welded wire fabric in place of reinforcement bars. The welded wire fabric selected shall have an area and distribution of steel at least equal to the plan requirements. The Contractor shall submit their proposed design to the Engineer for approval before any material is ordered.~~

~~If welded wire fabric is used, the entire width of the bottom layer of concrete shall be struck off to conform to the cross section and elevation indicated on the drawings. The reinforcement shall then be placed immediately upon the concrete, after which the top layer of concrete shall be placed, struck off and screeded. Any portion of the bottom layer of concrete which has been placed more than 15 minutes without being covered with the top layer of concrete shall be removed and replaced with freshly mixed concrete at the Contractor's expense.~~

E. Joints

1. General

All transverse and longitudinal joints when required in the pavement shall be of the types indicated and shall be at required location, on required alignment, in required relationship to tie bars and joint assemblies and in accordance with details indicated. When no transverse joints are indicated, joints shall not exceed 40 feet (13.1 meters). Such stakes, braces, brackets or other devices shall be used as necessary to keep the entire joint assembly in true vertical and horizontal position. Where concrete base is overlaid by asphaltic concrete, the joints to be prepared as specified herein, but joint sealing will not be required unless indicated.

If necessary for proper installation of the sealer, excessive spalling of the joint groove shall be repaired to the satisfaction of the Engineer.

Care shall be exercised during the construction of all joints to insure that the concrete sections are completely separated by an open joint or by the joint materials and to insure that the joints will be true to the outline indicated on the drawings. The Contractor shall install joint materials, which will function as a compatible system. Joint sealer shall not be placed where a bond breaker is present.

Green concrete or wet sawed joints are permitted provided the Contractor cleans the joint within 5 minutes after cutting with a 3000 psi (20.7 mPa) water blast followed by a minimum of 7 day cure and sand blast the saw cut immediately prior to placing joint sealer.

Dry sawed joints are permitted provided the Contractor sand blasts the saw cut immediately prior to placing joint sealer.

2. Expansion Joints

Transverse expansion joints shall be formed perpendicular to the centerline and surface of pavement and shall be constructed in accordance with the sequence of operations indicated on the drawings. After the transverse finishing machine and before the longitudinal finishing machine have passed over the joint, the Contractor shall test the joint filler for correctness of position and make any required adjustment in the position of the filler and shall install the joint seal space form as indicated on the drawings. After removal of the joint seal form as indicated on the drawings, the joint seal space above the joint filler shall be thoroughly sandblasted or machine routed to remove all projecting concrete, laitance, dirt or foreign matter. The concrete faces of the joint seal space shall be left true to line and section throughout the entire length of the joint. On completion of curing of the pavement, the joint sealing filler of the type specified shall be placed as indicated. The faces of the joint seal space shall be clean and surface dry at the time joint sealing filler is placed. On completion of the joint seal, the pavement adjacent to the joint shall be left free of joint sealing material. The joint seal space shall be exactly above and not narrower than the joint filler with no concrete overhangings.

3. Weakened Plane Joints

Weakened plane joints shall consist of transverse contraction joints and longitudinal joints and shall be formed or sawed as indicated on the drawings. When the joints are sawed, the saw shall be power driven, shall be manufactured especially for the purpose of sawing concrete and shall be capable of performing the work. Saw blades shall be as indicated. Tracks adequately anchored, the chalk, string line or other approved methods shall be used to provide true alignment of the joints. The concrete saw shall be maintained in good operating condition and the Contractor shall keep a standby power saw on the project at all times when concrete operations are under way.

If membrane curing is used, the portion of the seal, which has been disturbed by sawing operations, shall be restored by the Contractor by spraying the areas with additional curing seal.

Forming, finishing and sealing of the joint seal space shall conform to this item, described above and details indicated on the drawings.

4. Contraction Joints

Transverse contraction joints shall be formed or sawed joints perpendicular to the centerline and surface of the pavement and shall be constructed by the method and in the sequence of operations as indicated. Where sawed joints are used, contraction joints at intervals indicated shall be sawed as soon as sawing can be accomplished without damage to the pavement and before 24

hours after the concrete has been placed, the exact time to be approved by the Engineer or designated representative. The remaining contraction joints shall be sawed in a uniform pattern as directed by the Engineer or designated representative and they shall be completed before uncontrolled cracking of the pavement takes place. All joints shall be completed before placing concrete in succeeding lanes and before permitting traffic to use the pavement.

5. Longitudinal Joints

Longitudinal joints shall be of the type or alternate types indicated and shall be constructed of specified materials in accordance with provisions indicated on the drawings. Longitudinal joints shall be constructed accurately to required lines, shall be perpendicular to the pavement surface at the joint and the pavement surface over and adjacent to the joint shall be finished as specified on the drawings.

Longitudinal joints shall be sawed as soon as sawing can be accomplished without damage to the pavement. Sawing shall not cause damage to the pavement and the groove shall be cut with a minimum of spalling. No traffic (including construction traffic) shall be permitted on pavement until the longitudinal joint is cut.

6. Construction Joints

Intentional stoppage of the placing of the concrete shall be at either an expansion joint or at a weakened plane joint. The following provisions shall govern for each type of joint at which the placing of concrete is stopped:

- a) When the placing of concrete is stopped at an expansion joint, the complete joint assembly shall be installed and rigidly secured in required position as indicated. A bulkhead of sufficient cross sectional area to prevent deflection, accurately notched to receive the load transmission devices or dowels, as the case may be, and shaped accurately to the cross section of the pavement shall be provided and installed as a back-up for the joint filler and rigidly secured in required position to permit accurate finishing of the concrete up to the joint. After the concrete has been finished to the joint, formation of the joint seal space and finishing of the joint shall be executed as specified herein and as indicated. The backup bulkhead shall remain in place until immediately prior to the time when concrete placement is resumed, then it shall be carefully removed in such manner that no element of the joint assembly will be disturbed. The exposed portion of the joint assembly shall be free of adherent concrete, dirt or other material at the time placing of concrete is resumed.
- b) When placing of concrete is stopped at a weakened plane joint, all applicable provisions of paragraph (a) above shall apply in addition to the following requirement:

The face of the bulkhead adjoining the slab end shall be notched and grooved to fit the exposed half section of the joint assembly and shall be shaped to form the slab end at the center of the joint as indicated on

the drawings. The 1/2 width of joint seal space may be formed by a strip of required section placed and removed as indicated for construction of transverse contraction joints. The Contractor shall have available a bulkhead shaped to section of the pavement. This bulkhead must be drilled to permit the continuation of all longitudinal reinforcing steel through the construction joint and shall be of sufficient section and strength to prevent deflection.

- c) When load transmission devices are not provided in the design, intentional stopping of placement of concrete shall occur in the middle of a slab. Provisions shall be made to provide a bulkhead, which will accommodate tie bars of the same length, size and spacing as tie bars used for the longitudinal joints. When the concrete placement is resumed, the bulkhead shall be removed without bending tie bars or damaging the concrete. The joint seal space and sealer shall be the same as for longitudinal joints.

Immediately upon the unintended stoppage of the placing of concrete, the Contractor shall place the available concrete to a line and install the above-described bulkhead at right angles to the centerline of the pavement, perpendicular to the surface and at the required elevation. Concrete shall be placed and finished to this bulkhead. Any concrete remaining on the subgrade ahead shall be removed and disposed of as directed by the Engineer or designated representative. When placing of concrete is resumed before the concrete has set to the extent that the concrete will stand on removal of the bulkhead, the new concrete shall be rodded with the first. An edge created by a construction joint of this type shall have a joint seal space and shall be sealed as required for contraction joints.

F. Joint Sealers

1. Class 2 Material

This material shall conform to Standard Specification Item No. 313S, "Cleaning and/or Sealing Joints and Cracks (Asphaltic Concrete).

For placement in vertical joints (curb faces, etc.) either of the following procedures may be used.

- a) An amount of the mixed material may be set aside until partial curing has taken place and carefully trowelled into the joint with a suitable tool.
- b) The portion of the joint in the roadway shall be poured and cured. The vertical curb faces shall then be taped or formed and the material poured into the vertical joint from the top.

2. Class 5 Material

This material together with backer rods shall be applied as indicated in accordance with manufacturer's recommendations.

G. Asphalt Board

Premolded materials, wherever used, shall be anchored to the concrete on one side of the joint by means of copper wire or nails not lighter than No. 12 B and S gage. Such anchorage shall be sufficient to overcome the tendency of the material to fall out of the joint. The Contractor shall not contaminate joints to receive Class 5 Joint Material with asphalt from the asphalt board.

H. Curbs

The curb shall be constructed in lengths equal to the adjoining pavement slab lengths and expansion joints shall be provided in the curb opposite each transverse expansion joint in the pavement. Expansion joint material shall be of the same thickness, type and quality as indicated for the pavement and shall be of the section as indicated for the curb. All expansion joints shall be carried through the curb, sidewalk and retaining walls when these items are indicated.

When sawed joints are provided for the pavement, the curb placement shall be delayed until all transverse joints have been sawed. To provide bond for the curb, dowel bars shall be placed as indicated on the drawings, while the pavement concrete is still plastic.

Weakened plane joints shall be formed in monolithic curbs at a spacing to coincide with the joints in the concrete pavement. The joints shall be formed by inserting in the curb an asphaltic board strip cut to conform to the shape of the curb. When the concrete is sufficiently set, the joint on the top and face of curb shall be grooved with an approved type of grooving tool.

A finish coat of mortar shall be applied on the exposed surfaces of the monolithic curbs. The mortar shall be composed of 1 part of Portland Cement and 2 parts of fine aggregate. A mortar coat will not be required for extruded curbs.

The curb face, lower radius and top of curb shall be plastered with the sand-cement mortar. The mortar shall be applied with a template or "mule" made to conform to the curb dimensions as indicated. All exposed surfaces of the curb shall be finished with a steel trowel and brushed to a smooth and uniform surface. The mortar finish as required shall be included in the unit price bid for this item.

I. Machine Finishing

All concrete pavement shall be finished mechanically with approved self-propelled machines, except as herein provided. Hand finishing will be permitted on the transition from a crowned section to a superelevated section without crown on curves, on straight line superelevation sections less than 300 feet (91.4 meters) in length, on that portion of a widened pavement outside normal pavement width and on sections where the pavement width is not uniform, isolated, narrow in width or required monolithic widths are greater than that of available finishing machines.

Machine finishing of pavement shall include the use of power-driven vibrators, power-driven transverse strike off and screed or such alternate equipment as may be substituted and approved under this item.

All concrete pavement shall be consolidated by a mechanical vibrator. As soon as concrete has been spread between the forms, the approved mechanical vibrator

shall be operated to consolidate the concrete and remove all voids. Hand manipulated vibrators shall be used for areas not covered by the mechanical vibratory unit.

The transverse finishing machine shall first be operated to compact and finish pavement to the required section and grade, without surface voids. The machine shall be operated over each area as many times and at such intervals as directed. At least 2 trips will be required and the last trip over a given area shall be a continuous run of not less than 40 feet (12.2 meters). After completion of finishing with the transverse finishing machine, a transverse drag float may be used.

The consistency of the concrete as placed should allow completion of finishing operations without the addition of water to the surface. When field conditions are such that additional moisture is needed for the final concrete surface finishing operation, the required water shall be applied to surface by fog spray only and shall be held to a minimum.

After finishing is complete and the concrete still workable, the surface shall be tested by the Contractor for trueness with an approved 10 foot (3.05 meter) straightedge. The straightedge shall be operated from the side of the pavement, placed parallel to the pavement centerline and passed across the slab to reveal any high spots or depressions. The straightedge shall be advanced along the pavement in successive stages of not more than 1/2 its length. Practically perfect contact of the straightedge with the surface will be required and the pavement shall be leveled to this condition, in order to insure conformity with the surface test required below after the pavement has fully hardened. Any correction of the surface required shall be accomplished by adding concrete if required and by operating the longitudinal float over the area. The surface test with the straightedge shall then be repeated.

For one lane pavement placement and uniform widening, the equipment for machine finishing of concrete pavement shall be as directed by the Engineer or designated representative but shall not exceed requirements of these specifications.

After completion of the straightedge operation, as soon as construction operations permit, texture shall be applied with 1/8 inch (3 mm) wide metal tines with clear spacing between the tines being not less than 1/4 inch (6.3 mm) nor more than 1/2 inch (12.7 mm).

If approved by the Engineer or designated representative, other equipment and methods may be used, provided that a surface texture meeting the specified requirements is obtained. The texture shall be applied transversely. It is the intent that the average depth resulting from the number of tests directed by the Engineer or designated representative be not less than 0.060 inch (1.52 mm) with a minimum texture depth of 0.050 inch (1.27 mm) for any one test when tested in accordance with TxDOT Test Method Tex-436-A. Should the texture depth fall below that intended, the finishing procedures shall be revised to produce the desired texture.

1. Emergency Procedures

The Contractor shall have available at all times hand rakes with tines for the purpose of providing textures in the event of equipment breakdown.

The Contractor also shall have available a conventional garden spray type can containing a commercially available monomolecular film compound. This shall be applied in the case of equipment breakdown or other emergencies to prevent the pavement from drying too rapidly. The use of this product will give the Contractor additional time to provide adequate texturing.

After completion of texturing and about the time the concrete becomes hard, the edge of the slab and joints shall be carefully finished with an edger and the pavement shall be left smooth and true to line.

J. Hand Finishing

Hand finishing shall be resorted to only in those conditions provided for above and upon specific authorization by the Engineer or designated representative. When hand finishing is permitted, concrete shall be struck off with an approved strike off screed to such elevation that when consolidated and finished the surface of the pavement to conform to the required section and grade. The strike template shall be moved forward with a combined transverse and longitudinal motion in the direction work is progressing, maintaining the template in contact with the forms and maintaining a slight excess of material in front of the cutting edge. The Concrete shall then be tamped with an approved tamping template to compact the concrete thoroughly and eliminate surface voids and the surface screed to required section.

After completion of a strike off, consolidation and transverse screeding, a hand-operated longitudinal float shall be operated to test and level the surface to the required grade.

Workers shall operate the float from approved bridges riding on the forms and spanning the pavement. The longitudinal float shall be held in contact with the surface and parallel to the centerline and operated with short longitudinal strokes while being passed from one side of the pavement to the other. If contact with the pavement is not made at all points, additional concrete shall be placed, if required and screed and the float shall be used to produce a satisfactory surface. Care shall be exercised to keep the ends of the float from digging into the surface of the pavement. After a section has been smoothed so that the float maintains contact with the surface at all points in being passed from one side to the other, the bridges may be moved forward half the length of the float and the operations repeated.

Other operations and surface tests shall be as required for machine finishing.

K. Surface Testing:

After the concrete has been placed 12 hours or more, the Engineer or designated representative will test the surface of the pavement with a 10-foot (3.05 meter) straightedge placed parallel to the centerline. Unless specified otherwise, the surface shall not vary from the straightedge by more than 1/16 inch per foot (5 mm per meter) from the nearest point of contact and in no case shall the maximum

ordinate from a straightedge to the pavement be greater than 1/8 inch (3 mm). Any high spots causing a departure from the straightedge in excess of that specified shall be ground down by the Contractor to meet the surface test requirements. Where the texture of the pavement is removed by extensive grinding, the texture shall be restored by grooving the concrete to meet the surface finishing specifications.

L. Curing

All concrete pavement shall be cured by protecting it against loss of moisture for a period of not less than 72 hours from the beginning of the curing operations. Immediately after finishing operations have been completed, the entire surface of the newly laid concrete shall be covered and cured in accordance with the requirements specified for whichever of the following methods the Contractor may elect. Newly laid concrete base to be overlaid by asphaltic concrete shall not be cured by "Membrane Curing" and surfaces not to be overlaid by asphaltic concrete shall not be cured by "Asphalt Curing". In all cases in which curing requires the use of water, the curing shall have prior right to water supply or supplies. Failure to provide sufficient cover material of the type the Contractor elects to use, failure to maintain saturation in wet curing methods, lack of water to adequately take care of both curing and other requirements or other failures to comply with curing requirements shall be cause for immediate suspension of concreting operations. The covering material used in curing shall be removed as necessary to saw joints or to comply with the requirements for "Surface Test". The concrete surface shall be maintained wet with a water spray if indicated and the covering material replaced immediately on completion of sawing and testing and any required surface correction.

1. Waterproofed Paper Curing

Immediately after the finishing of the surface has been completed and the concrete has taken its initial set, it shall be wetted with water applied in the form of a fine spray and covered with waterproofed paper so placed and weighted as to cause it to remain in intimate contact with the surface. Waterproofed paper used for the curing of concrete pavement shall be of a type and quality approved by the Engineer. It shall be sufficiently strong and tough to permit its use under the conditions existing on street paving work without being torn or otherwise rendered unfit for the purpose during the curing period. The paper covering shall be maintained in place continuously for not less than the specified curing period.

The waterproofed paper shall be prepared to form blankets of sufficient width to cover the entire surface and both edges of the pavement slab and such blankets shall not be more than 60 feet in length. All joints in the blankets occasioned by joining paper sheets shall lap not less than 5 inches (12.7 cms) and shall be securely sealed with asphalt cement having a melting point of approximately 180o F (82.2 oC). Blankets shall be placed to secure an overlap of at least 12 inches (30.5 cms) and this lap securely weighted to form a closed joint.

The waterproofed paper blankets shall be adequately weighted to prevent displacement or billowing due to wind and the paper folded down over the

side of the pavement shall be secured by a continuous bank of earth. Plowing of this windrow into place will not be permitted.

All tears or holes appearing in the paper during the curing period shall be immediately repaired by cementing patches over such defects. It shall be the Contractor's responsibility to prevent damage to paper blankets, which would affect their serviceability and effectiveness as a concrete curing method. Blankets may be rejected by the Engineer or designated representative at any time if it appears they do not provide an airtight covering.

Paper blankets rejected on account of pinholes or minor tears may be continued in service by folding the blanket over lengthwise, first thoroughly spraying 1/2 the blanket with the asphalt cement used for seams. The 2 thicknesses shall be firmly pressed together and well cemented. Blankets shall be of a width sufficient to cover the pavement surface and both edges. Doubled blankets may be rejected for the same cause as provided for single blankets. All paper blankets rejected by the

Engineer shall be immediately marked by the Contractor for identification and then destroyed or stored entirely separate from approved blankets.

No walking on paper shall be permitted at any time and, in locations where pedestrian traffic cannot be entirely controlled, the Contractor shall provide walkways and barricades or shall substitute other permissible curing methods on such sections of pavement.

2. Polyethylene Film Curing

Immediately after the finishing of the surface has been completed and the concrete has taken its initial set, it shall be wetted with water applied in the form of a fine spray and covered with the polyethylene film so placed and weighted as to cause it to remain in intimate contact with the surface. The polyethylene film covering shall be maintained in place continuously for not less than the specified curing period.

The film shall be prepared to form blankets of sufficient width to cover the entire surface and both edges of the pavement slab. All joints in the blankets occasioned by joining film sheets shall lap not less than 12 inches (30.5 cms). All joints shall be sealed in a manner acceptable to the Engineer or designated representative to provide a moisture-proof lap.

The polyethylene film blankets shall be adequately weighted to prevent displacement or billowing due to wind and the film folded down over the side of the pavement shall be secured by a continuous bank of earth. Plowing of this windrow into place not to be permitted.

All tears or holes appearing in the polyethylene film during the curing period shall be immediately repaired by placing acceptable moisture proof patches over such defects or by replacing the blankets. It shall be the Contractor's responsibility to prevent damage to the film blankets, which would affect their serviceability and effectiveness as a concrete curing method. Blankets may be rejected by the Engineer at any time if it appears they do not provide an airtight covering.

Polyethylene film blankets rejected on account of pinholes or minor tears may be continued in service when repaired to an airtight condition. All polyethylene film blankets rejected by the Engineer or designated representative shall be immediately marked by the Contractor for identification and then destroyed or stored entirely separate from approved blankets.

Should the film blanket be damaged or torn for any cause during the first 72 hours of the curing period such damage shall be repaired immediately.

3. Membrane Curing

Immediately after the finishing of pavement has been completed and after the free surface moisture has disappeared, the pavement shall be sprayed uniformly with a curing compound. Membrane curing shall conform to Standard Specification Item No. 409S, "Membrane Curing", Type 2 white pigmented. Should the film of compound be damaged from any cause before the expiration of 72 hours after original application, the damaged portions shall be repaired with additional compound. Unless otherwise indicated on the drawings, membrane curing shall be used when the concrete (except that concrete to be used as a base) is placed with a slip form paver.

4. Asphalt Curing

Where emulsified asphalt is used for curing concrete base, the material shall conform to Item No. 301S, "Asphalts, Oils and Emulsions", for the type and grade shown on the drawings. The rate of application may vary between the limits of 1 gallon per 180 square feet and 1 gallon per 90 square feet (1 liter per 4.4 square meters and 1 liter per 2.2 square meters). The rate of application will be determined by the Engineer or designated representative, after observation of sections where amounts varying between the above limits have been applied. If it is found necessary to add water to the emulsion for the proper distribution through the spray, this may be done upon approval of the Engineer or designated representative. When the emulsion is diluted with water the amount of the applied mixture shall be increased to give a coverage of the original emulsion between the limits as set out herein. Care shall be taken to properly mix the emulsion and water and to keep the mixture well agitated during application.

M. Protection of Pavement

The Contractor shall erect and maintain the barricades indicated on the drawings and such other standard and approved devices as will exclude public traffic and traffic of the Contractor's employees and agents from the newly placed pavement for a minimum of 14 days. Portions of the roadway or crossings of the roadbed required to be maintained open for use by traffic shall not be obstructed by above required barricades. Crossings of the pavement indicated on the drawings or by construction sequence, during the period prior to opening to traffic as herein indicated, shall be provided with an adequate and substantial bridge approved by the Engineer or designated representative.

Curb shall be backfilled to the full height of the concrete, tamped and sloped as indicated on the drawings or as directed by the Engineer. The top 4 inches (10

cms) of backfill shall be of clean, friable soil capable of supporting plant life. This material shall also be free of stones and all other debris.

N. Opening Pavement to Traffic

The pavement shall be closed to traffic, including vehicles of the Contractor, until the concrete is at least 14 days old and has attained an average compressive strength acceptable to the Engineer or designated representative. This period of closure to traffic may be extended if, in the opinion of the Engineer or designated representative, weather or other conditions make it advisable to provide an extension of the time of protection.

At the end of the 14 day period and as long thereafter as ordered by the Engineer or designated representative and if so desired by the Contractor, the pavement may be opened for use by vehicles of the Contractor provided the gross weight (vehicle plus load) of such vehicles does not exceed 14,000 pounds (6350 KGs). Such opening, however, shall in no manner relieve the Contractor from responsibility for the Contractor's work. On those sections of the pavement thus opened to traffic, all joints shall first be sealed, the pavement cleaned and topsoil placed against the pavement edges or behind the curb where turf or vegetation is to be established before permitting vehicles thereon.

After the concrete in any section is 14 days old or as long thereafter as ordered by the Engineer, such section of pavement may be opened to all traffic indicated on the drawings or when so directed by the Engineer or designated representative. On those sections of the pavement thus opened to traffic, all joints shall first be sealed, the pavement cleaned and 4 inches (10 cms) of top soil placed against the pavement edges and all other work performed as required for the safety of traffic. Such opening, however, shall in no manner relieve the Contractor from responsibility for the Contractor's work.

When High Early Strength Concrete, resulting from the use of Type III cement as indicated on the drawings is used, the pavement may be opened to all traffic after the concrete is 7 days old or as long thereafter as ordered by the Engineer or designated representative, subject to the same provisions governing the opening after 14 days as above indicated.

Where the Contractor desires to move any equipment not licensed for operation on public streets, on or across any pavement opened to traffic, the Contractor shall protect the pavement from damage by means of 2 ply timber mats of 2 inch (5 cm) stock or runways of heavier material laid on a layer of earth, all as approved by the Engineer or designated representative.

1. Emergency Opening to Traffic

The Engineer or designated representative may require the opening of pavement to traffic prior to the minimum time specified above under conditions of emergency, which in the Engineer's or designated representative's opinion require such action in the interest of the public. In no case will the Engineer or designated representative order opening of the pavement to traffic within less than 72 hours after the last concrete in the section is placed. The Contractor shall remove all obstructing materials, place earth against pavement edges and perform other work involved in

providing for the safety of traffic as required by the Engineer or designated representative in ordering emergency opening. Orders for emergency opening of the pavement to traffic will be issued by the Engineer or designated representative in writing.

360S.8 Penalty for Deficient Pavement Thickness or Strength

The adjustment in unit prices provided for in this item will apply only when measurement for payment is by the square yard.

It is the intent of this specification that the pavement be constructed in strict conformity with the thickness, strength and typical sections indicated on the drawings. Where any pavement is found not so constructed, the following rules relative to adjustment of payment for acceptable pavement and to replacement of faulty pavement shall govern.

A. Pavement

The pavement will be core drilled after any grinding operations have been completed for surface corrections prior to final acceptance. Locations of core tests may be selected by the Engineer or designated representative; however, spacing interval for core tests, as specified herein, shall be maintained. The thickness of the pavement will be determined by measurement of the cores in accordance with TxDOT Test Method Tex-424-A.

For the purpose of establishing an adjusted unit price for pavement, units to be considered separately are defined as 1000 linear feet of pavement in each traffic lane starting at the end of the pavement bearing the smaller station number. The last unit in each lane shall be 1000 feet plus the fractional part of 1000 feet remaining. Traffic lane width will be as shown on typical sections and pavement design standards.

For the purpose of establishing an adjusted unit price for ramps, widening, acceleration and deceleration lanes that are machine placed, isolated pavements of traffic lane width but less than 1000 feet in length and other areas designated by the Engineer or designated representative, units will be considered separately and are defined as 1000 square yards of pavement or fraction thereof.

One core will be taken at the location selected by the Engineer or designated representative or at random in each unit. When the measurement of the core from any unit is not deficient more than 0.2 inches from the plan thickness, full payment will be made. When the measurement of the core from any unit is deficient more than 0.2 inch but not more than 0.75 inch from the plan thickness, 2 additional cores will be taken from the unit and the average of the 3 cores determined. The 2 additional cores from any 1000-foot unit will be taken at intervals of not less than 300 feet. The 2 additional cores from any 1000 square yard unit will be taken at locations such that the pavement in the unit will be well represented. If the average measurement of these 3 cores is not deficient more than 0.2 inches from the plan thickness, full payment will be made. If the average thickness of the 3 cores is deficient by more than 0.2 inch but not more than 0.75 inch from the

indicated thickness, an adjusted unit price as provided below will be paid for the areas represented by these cores.

In calculating the average thickness of the pavement, measurements which are in excess of the specified thickness by more than 0.2 inch will be considered as the specified thickness plus 0.2 inch and measurements which are less than the specified thickness by more than 0.75 inch will be considered as the specified thickness less 0.75 inch.

When the measurement of any core is less than the specified thickness by more than 0.75 inch, the actual thickness of pavement in this area will be determined by taking additional cores at 10 foot intervals parallel to the center line in each direction from the deficient core until, in each direction, a core is taken which is not deficient by more than 0.75 inch. Exploratory cores for deficient thickness will not be used in averages for adjusted unit price. Exploratory cores are to be used only to determine the length of pavement in a unit that is to be left in place without pay and/or removed and replaced as provided herein.

For new Concrete Pavement roadways, and for Concrete Pavement rehabilitation and overlay projects, if cracks develop in the pavement surface within the one year warranty period, the Contractor shall seal the cracks in accordance Standard Specification Item No. 313S, "Cleaning and/or Sealing Joints and Cracks (Asphaltic Concrete), or perform other corrective measures as directed by the Engineer. Payment for this work will be included in the unit price bid for Concrete Pavement, unless included as a separate pay item in the Contract.

For new Concrete Pavement roadways constructed in accordance with the plans and specifications, if cracks greater than or equal to 1/4 inch in width develop in the pavement surface within the one year warranty period, complete replacement of pavement sections as directed by the Engineer shall be performed by the Contractor at no additional expense to the City.

Irrespective of an acceptable overall project average for any or all of the Pay-Adjustment Acceptance Factors, limited substandard portions of the work, as determined by the Engineer or designated representative, shall be remedied or removed and replaced to the satisfaction thereof.

B. Price Adjustments

After any grinding or milling operations have been completed to meet the surface-testing requirement of this specification, if average thickness of pavement is deficient in thickness by more than 0.2 inch, but not more than 0.75 inch, payment will be made at an adjusted price as specified in the following table:

Concrete Pavement Deficiency	
Deficiency in Thickness Determined by Cores, Inches	Proportional Part of Contract Price Allowed

0.00 to 0.20	100 percent
0.21 to 0.30	80 percent
0.31 to 0.40	72 percent
0.41 to 0.50	68 percent
0.51 to 0.75	57 percent

Any area of pavement found deficient in thickness by more than 0.75 inch but not more than 1 inch or 1/8 of the indicated thickness, whichever is greater, shall be evaluated by the Engineer. If, in the judgment of the Engineer, the area of such deficiency should not be removed and replaced, there will be no payment for the area retained. If, in the judgment of the Engineer, the area of such deficiency warrants removal, the area shall be removed and replaced at the Contractor's entire expense, with concrete of the thickness indicated on the drawings.

Any area of pavement found deficient in thickness by more than 1 inch or more than 1/8 of the indicated thickness, whichever is greater, shall be removed and replaced, at the Contractor's entire expense, with concrete of the thickness indicated on the drawings.

No additional payment over the Contract unit price will be made for any pavement of a thickness exceeding that indicated on the drawings.

If the average compressive strength based on concrete test cylinders at 28 days is less than the specified minimum strength of the concrete, then payment will be made at an adjusted price as specified in the following table.

Pay Adjustment Factor for Deficient Compressive Strength	
Ratio of Average Strength from Test Cylinders to Specified Minimum Compressive Strength both at 28 Days	Proportional Part of Contract Price Allowed
More than 0.95	100 percent
0.90 to 0.95	85 percent
0.85 to 0.90	70 percent
0.80 to 0.85	60 percent
Less than 0.80	0 percent (Remove & Replace)

When, in the opinion of the Engineer or designated representative, the compressive strength test results appear unrepresentative, additional testing of field cores may be authorized. To be considered acceptable for consideration the

field cores shall be acquired, properly handled and tested in accordance with ASTM C 42/C 42M, "Standard Test Method for Obtaining and Testing Drilled Cores and Sawed Beams of Concrete" within 45 days of the original concrete placement date. The retesting will be at the expense of the Contractor and the results of the retesting shall be averaged with the results of the original testing. If the results of retesting indicate that the original test results were erroneous in the opinion of the Engineer or designated representative, the original test results will be discarded. In the instance of erroneous original test results the subsequent first set of retests will be at the expense of the City of Austin.

When, in the opinion of the Engineer or designated representative, the concrete compressive strength is deemed unacceptable for the intended use of the pavement, the concrete shall be removed and replaced to the limits indicated by test results.

360S.9 Measurement

- A. When indicated, concrete pavement will be measured by the square yard of surface area of completed and accepted work. The surface area shall be so measured to also include that portion of pavement slab extending beneath the curb. When concrete pavement is to be measured by the square yard and monolithic curb is required, measurements for "Monolithic Curb" will be by the linear foot complete in place.
- B. When indicated on the drawing, concrete pavement, including monolithic curb when required, will be measured by the cubic yard of absolute volume of materials entering the mixture.

360S.10 Payment

The work performed and materials furnished as prescribed by this item and measured as provided under "Measurement" will be paid for at the unit price bid for "Concrete Pavement", of the depth indicated on the drawings, "Concrete Pavement (High Early Strength)" of the depth indicated on the drawings and "Monolithic Curb" of the type indicated on the drawings (when pavement is measured by the square yard), as required or adjusted unit price for pavement of deficient thickness as provided under "Deficient Pavement Thickness", which price shall be full compensation for shaping and fine grading the roadbed, including furnishing and applying all water required; for furnishing, loading and unloading, storing, hauling and handling all concrete ingredients, including all freight and royalty involved; for placing and adjusting forms, including supporting material or preparing track grade; for mixing, placing, finishing, sawing, cleaning and sealing joints and curing all concrete; for furnishing and installing all reinforcing steel; for furnishing all materials for sealing joints and placing longitudinal, expansion and weakened plane joints, including all steel dowel caps and load transmission devices required and wire and devices for placing, holding and supporting steel bars, load transmission devices and joint filler material in proper position, for coating steel bars where complete the work.

Excavation required by this item in the preparation of the subgrade and for completion of the parkway will be measured and paid for in accordance with provisions governing the Items of "Street Excavation" and "Borrow", respectively, with provision that yardage to be measured and paid for once only, regardless of manipulations involved. Measurement of subgrade excavation for payment shall be limited to a total width of that of pavement plus 1 foot on each side.

Sprinkling and rolling required for the compaction of the rough subgrade in advance of fine grading will be measured and paid for as indicated in the governing items of excavation. Maintenance of a moist condition of the subgrade in advance of fine grading and concrete placing will not be paid for directly but shall be included in the unit price bid, as provided above.

Payment will be made under one of the following:

Pay Item No.	360S-A:	__In. Concrete Pavement	Per Square Yard.
Pay Item No.	360S-AH:	__In. Concrete Pavement (High Early Strength)	Per Square Yard.
Pay Item No.	360S-AS:	__In. Concrete Pavement (High Range Water Reducing Admixture)	Per Square Yard.
Pay Item No.	360S-B:	Monolithic Curb	Per Linear Foot.
Pay Item No.	360S-C:	__Concrete Pavement Including Monolithic Curb	Per Cubic Yard.

End

SPECIFIC CROSS REFERENCE MATERIALS
Standard Specification Item 360S, "Concrete Pavement"

City of Austin Standard Specification Items

<u>Designation</u>	<u>Description</u>
Item No. 301S	Asphalts, Oils and Emulsions
Item No. 313S	Cleaning and/or Sealing Joints and Cracks (Asphaltic Concrete)
Item No. 403S	Concrete for Structures
Item No. 405S	Concrete Admixtures
Item No. 410S	Concrete Structures
Item No. 411S	Surface Finishes for Concrete
Item No. 413S	Cleaning and/or Sealing Joints and Cracks (PCC)

American Society for Testing and Materials, ASTM

<u>Designation</u>	<u>Description</u>
ASTM C 42/C 42M	Standard Test Method for Obtaining and Testing Drilled Cores and Sawed Beams of Concrete"
ASTM A 82	Specification for Steel Wire, Plain, for Concrete Reinforcement
ASTM A 184	Specification for Fabricated Deformed Steel Bar Mats for Concrete Reinforcement
ASTM A 185	Specification for Steel Welded Wire Fabric, Plain, for Concrete Reinforcement
ASTM A 496	Specification for Steel Wire, Deformed, for Concrete Reinforcement
ASTM A 497	Specification for Steel Welded Wire Fabric, Deformed, for Concrete Reinforcement

ASTM A 615	Specification for Deformed and Plain Billet-Steel Bars, for Concrete Reinforcement
ASTM A 616	Specification Rail-Steel Deformed and Plain Bars for Concrete Reinforcement
ASTM C 94	Specification for Ready-Mixed Concrete
ASTM C 150	Specification for Portland Cement
ASTM C 156	Test Method for Water Retention by Concrete Curing Materials
ASTM D 2240	Test Method for Rubber Property-Durameter Hardness
ASTM D 882, Method A	Test Methods for Tensile Properties of Thin Plastic Sheeting

Texas Department of Transportation: Publications

<u>Designation</u>	<u>Description</u>
Bulletin C-11	Construction Bulletin

Texas Department of Transportation: Manual of Testing Procedures

<u>Designation</u>	<u>Description</u>
TEX-203-F	Sand Equivalent Test
TEX-401-A	Sieve Analysis of Fine and Coarse Aggregate
TEX-406-A	Mineral Finer than 75 μm (No. 200) Sieve in Mineral Aggregates (Decantation Test for Concrete Aggregates)
TEX-408-A	Organic Impurities in Fine Aggregate for Concrete
TEX-410-A	Abrasion of Coarse Aggregate Using The Los Angeles Machine
TEX-411-A Sulfate	Soundness of Aggregate by Use of Sodium Sulfate or Magnesium Sulfate
TEX-413-A	Determination of Deleterious Materials in Mineral Aggregate

TEX-415-A	Slump of Portland Cement Concrete
TEX-416-A	Air Content of Freshly-Mixed Concrete by the Pressure Method
Tex-424-A	Obtaining and Testing Drilled Cores of Concrete
Tex-436-A	Measurement of Texture Depth by the Sand Patch Method
Tex 418-A	Compressive Strength of Cylindrical Concrete
Tex-524-C	Testing Premolded Joint Filler for Concrete
Tex-612	Acid Insoluble Residue

Texas Department of Transportation: Departmental Material Specifications

<u>Designation</u>	<u>Description</u>
DMS 8900	Fly Ash

American Association of State Highway & Transportation Officials, AASHTO Standard

<u>Designation</u>	<u>Description</u>
Method T 26	Quality of Water to be Used in Concrete

RELATED CROSS REFERENCE MATERIALS
Standard Specification Item 360S, "Concrete Pavement"

Texas Department of Transportation: Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges

<u>Designation</u>	<u>Description</u>
Item 360	Concrete Pavement
Item 420	Concrete Structures

Item 421	Hydraulic Cement Concrete
Item 427	Surface Finishes for Concrete
Item 431	Pneumatically Placed Concrete
Item 520	Weighing and Measuring Equipment

Texas Department of Transportation: Departmental Material Specifications

<u>Designation</u>	<u>Description</u>
DMS-4650 Retardants”	Hydraulic Cement Concrete Curing Materials and Evaporation
DMS-6100	Epoxy and Adhesives

American Society for Testing and Materials, ASTM

<u>Designation</u>	<u>Description</u>
ASTM C 685	Concrete Made By Volumetric Batching and Continuous Mixing
ASTM C-1260	Standard Test Method for Potential Alkali Reactivity of Aggregates
ASTM D-512	Test Methods for Chloride Ion in Water
ASTM D-516	Test Methods for Sulfate Ion in Water
ASTM D-4191	Test Method for Sodium in Water by Atomic Absorption
ASTM D-4192	Test Method for Potassium Water by Atomic Absorption

American Concrete Institute, ACI

<u>Designation</u>	<u>Description</u>
ACI 211.1	Standard Practice for Selecting Proportions for Normal, Heavyweight, and Mass Concrete

Current Version: September 26, 2012
City of San Marcos Adopted 05/15/2014
Revised 06/01/2018

Previous Versions: 02/24/10, 06/16/08,
08/20/07

Texas Department of Transportation: Manual of Testing Procedures

<u>Designation</u>	<u>Description</u>
TEX-418-A	Compressive Strength of Cylindrical Concrete Specimens