

## SECTION NO. 13

### SPECIAL PROVISIONS – PAVING SPECIFICATIONS

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## SECTION NO. 13

### SPECIAL PROVISIONS – PAVING SPECIFICATIONS

#### **13-01 ROADWAY EXCAVATION:**

- A. All roadway excavation on this project shall be unclassified and shall be performed in full accordance with the C.O.G. SPECIFICATIONS, Division 200, 203.4, "Unclassified Street Excavation."
- B. Payment for excavation is based on plan quantity. Contractor shall verify excavation/fill quantities and shall notify City in writing of concurrence or disagreement with plan quantities prior to start of construction. Any discrepancies in quantities shall be resolved prior to beginning excavation. No adjustments to plan quantities shall be allowed once excavation/fill activities have begun.
- C. The placement and compaction of fill material in roadway fill areas on this project shall be measured by the cubic yard in place and paid separately from roadway excavation as specified in the item "Compacted Roadway Fill & Embankment". It shall be the responsibility of the Contractor to locate a suitable disposal site outside the right-of-way limits to dispose of both excess and unsuitable material from roadway excavation not needed in roadway fill and embankment. No separate payment shall be made for disposal of excess or unsuitable material. Disposal shall be performed in accordance with appropriate laws and ordinances.
- D. If you are planning on taking fill material from projects to the City of Arlington landfill, please be aware that the landfill operator, Republic Services, has requirements to ensure fill material is acceptable. Please contact Republic Services at (817) 354-2300 directly to obtain details of the requirements.

#### **13-02 COMPACTED ROADWAY FILL & EMBANKMENT:**

- A. All compacted roadway fill and embankments constructed on this project shall be in accordance with the C.O.G. SPECIFICATIONS, Division 200, 203.7, "Embankment", except as amended herein or as shown on the plans.
- B. All fill material shall be compacted in lifts of loose depth not exceeding 8-inches and compacted to at least ninety-five percent (95%) density per ASTM D698, +/- two percent (2%) optimum moisture content. Each lift shall be tested before a subsequent lift is allowed to be placed. It shall be the responsibility of the Contractor to locate a suitable disposal site outside the right-of-way limits and to dispose of any excess material not needed for constructing embankments to the established grade, shape of the typical sections shown on the plans, and detailed sections or slopes. Disposal shall be performed in accordance with appropriate laws and ordinances.
- C. The placement and compaction of fill material in roadway and embankment areas on this project shall be measured and paid for separately from the "Roadway Excavation". However, no separate payment will be made for the disposal of excess materials as mentioned above. Measurement for compacted roadway fill and embankment shall be for

in-place embankment after compaction to the density specified on the plans. Measurement shall be in cubic yards as determined on the basis of the natural ground cross-section and the finished lines and grades as shown in the plans and computed by the method of average end areas from the project cross-section.

- D. The price bid per cubic yard for "Compacted Roadway Fill and Embankment" shall be full compensation for furnishing all labor, materials, tools, equipment, and incidentals necessary to complete the embankment, including cost of water, sprinkling, wetting, and rolling in accordance with the plans and specifications.

**13-03 CEMENT TREATED BASE (CTB):**

- A. Cement Treated Base shall be in accordance with TxDOT Standard Specification, Item 276. Use strength "L". In any areas where the City determines the subgrade is unstable or unsuitable, the subgrade material shall be removed and be replaced with CTB compacted to ninety-five percent (95%) of TEX-113E at optimum to plus four percent (4%). Unless a separate item is included in the PROPOSAL, CTB shall be subsidiary.
- B. In emergency situations, the City may approve flexible base in lieu of CTB. The flexible base shall be Type "A", Grade 1 Flex Base in accordance with TxDOT Standard Specification Item 247.

**13-04 HYDRATED LIME:** The hydrated lime to be used on this job shall conform to COG Specification Item 301.2 with the exception of 301.2.1.2 Quicklime. No Quicklime will be allowed on this project unless otherwise approved by the City.

**13-05 LIME AND CEMENT TREATED SUBGRADE:**

- A. This item shall consist of treating the subgrade by scarifying, addition of lime slurry, initial mixing and curing, re-scarifying, addition of cement slurry, final mixing and compacting the material to the required density. This item applies to the subgrade, i.e., natural ground, embankment or existing pavement structure and shall be constructed as specified herein and in conformity with the typical sections, lines and grades as shown on the Plans or as established by the City.

B. **MATERIALS:**

1. **Soil**

- a. Soil shall consist of approved material free from roots, vegetation or other objectionable matter encountered in the subgrade. Rocks or similar debris larger than 4-inches shall be removed from the subgrade prior to treatment. Acceptable material shall also be used in preparation of the roadbed in accordance with this specification. Prior to beginning subgrade treatment, the area to be treated shall be brought to the required line, grade, cross-section, and proof rolled in accordance with the latest TxDOT Standard Specifications.
- b. Any identified soft or unstable areas shall be excavated and re-compacted with acceptable material to ninety-five percent (95%) density per TEX 113E. Moisture content shall range from zero percent (0%) to + four percent (4%) optimum. Any unsuitable or deleterious material found shall be removed and

disposed of. The cost of proof rolling shall be considered subsidiary to this item.

2. Lime

- a. The Contractor can use Type "A", Hydrated Lime (a dry powdered material consisting essentially of calcium hydroxide) or Type C, Quicklime-Grades DS and "S" (a dry material consisting essentially of calcium oxide), to produce a lime slurry or Type "B", Commercial Lime Slurry (a liquid mixture of essentially hydrated lime solids and water in slurry form). The lime and lime slurry shall meet the latest version of TxDOT Department of Material and Testing, DMS 6350.
- b. All slurry shall be furnished at or above the minimum "Dry Solids" content as approved by the City and must be of a consistency that can be handled and uniformly applied without difficulty. The slurry shall be free of liquids other than water.
- c. Hydrated lime shall be stored and handled in closed weatherproof/waterproof containers until immediately before distribution on the roadway subgrade. If lime is furnished in trucks, each truck shall have the weight of lime certified on public scales or the Contractor shall place a set of standard platform truck scales or hopper scales at the location provided by the City.

3. Portland Cement

- a. Portland Cement shall be Type I, unless otherwise directed by the City. All apparatus for handling, weighing and spreading the cement shall be approved by the City in writing before use on the project. Cement weighing and distribution equipment shall be as specified below.
- b. Portland cement shall be stored and handled in closed weatherproof/waterproof containers until immediately before distribution on the roadway subgrade. If cement is furnished in trucks, each truck shall have the weight of cement certified on public scales or the Contractor shall place a set of standard platform truck scales or hopper scales at the location approved by the City.

4. Water

Water shall be clean and free of oil, acid, alkali, organic matter, or other deleterious substances.

B. EQUIPMENT:

1. The machinery, tools and equipment necessary for proper execution of the work shall be on the project, approved by the City prior to the beginning of the construction operations and be maintained in good working order.
2. Slurry distribution trucks must be equipped with an agitator to keep the additive (Hydrated Lime or Cement, as appropriate) and water in a homogeneous suspension.

Mixture shall be uniform in consistency from beginning to end of the distribution operation.

3. When the Contractor elects to use a cutting and pulverizing machine that will process the material to the plan depth, the Contractor will not be required to excavate to the secondary grade or windrow the material. This method will be permitted only if a machine is provided which will ensure that the material is cut uniformly to the proper depth and provide a smooth surface over the entire width of the cut. The machine shall have a visible indicator that the machine is cutting to the proper depth at all times.

C. CONSTRUCTION METHODS:

1. General

- a. Contractor shall verify, identify, and maintain marked locations of all water valves, sanitary sewer manholes, and cleanouts at all times during construction. Prior to the application of cement or lime slurry, all manholes, cleanouts, and water valves shall be adjusted to approximately 1-foot below the bottom of the proposed subgrade.
- b. It is the primary requirement of this specification to secure a completed course of treated material containing a uniform blend of lime and cement, free from loose or segregated areas, of uniform density and moisture content for its full depth and with a smooth surface suitable for placing subsequent courses. It shall be the responsibility of the Contractor to regulate the sequence of his/her work, to use the proper amount of lime and cement, maintain the work and rework the courses as necessary to meet the above requirements.
- c. The roadbed shall be constructed and shaped to conform to the typical sections, lines, and grades as shown on the Plans or as established by the City. The subgrade shall be firm and able to support, without significant displacement, the construction equipment and obtain the compaction herein specified.

2. Lime Modification

- a. Prior to beginning any lime modification, the subgrade shall be brought to the required line, grades and cross-section in accordance with the specification requirements.
- b. After the subgrade has been shaped, the roadway will be scarified to full depth and width of modification. Full depth will be a minimum of 8-inches below finished grade or as indicated on the Plans. Full width will be that distance from 1-foot behind the back of curb on each side of the roadway. Scarification shall be accomplished using a motor grader with short teeth, or other appropriate means assuring accurate depth of scarification.

i. Lime Slurry Placement

Lime will be applied by the "slurry" method and be spread only on that area where the mixing and sealing operations can be continuous and completed in one operation. The lime slurry will be applied with an approved distributor truck by making multiple passes, if necessary, to uniformly apply the correct amount of lime as specified in the Plans. The distributor truck will be equipped with an agitator to keep the lime slurry in constant mixture.

ii. Application

For applications greater than forty-two (42) pounds per square yard, the initial application shall be applied in halves (two equal parts) on day one (1) and day two (2). This is subsidiary to the lime stabilization item.

iii. Initial Mixing

Immediately following lime application, thoroughly mix the slurry into the subgrade with a pulvimixer until one hundred percent (100%) of all material will pass a 2-inches sieve. If necessary, make passes at various angles across the site to facilitate breaking up of large clods. The lime modified material shall then be rolled with pneumatic roller to seal the lift and left to cure for a minimum of twenty-four (24) hours. During the curing period, the subgrade shall be kept at least two percent (2%) above its optimum moisture content.

3. Cement Stabilization

a. Prior to beginning any cement stabilization, the previously treated subgrade shall be re-scarified to full depth and width of modification. Full depth will extend to the underlying untreated material but must not extend into the underlying untreated material. Full width will be that distance from 1-foot behind the back of curb on each side of the roadway. Scarification shall be accomplished using a motor grader with short teeth, or other appropriate means assuring accurate depth of scarification.

i. Application of Cement

Cement shall be applied by the "slurry" method. The cement shall be mixed with water to form a slurry of the solids content designated by the City. The amount of cement to be added will be shown on the plans or indicated in the contract documents.

Cement shall be spread only in that area where the mixing, compacting, and finishing operations can be continuous and completed within six (6) hours of addition of water.

Cement slurry shall be applied with an approved distributor truck by making multiple passes, if necessary, to uniformly apply the correct amount of cement as specified in the Plans or contract documents. The distributor truck shall be equipped with an agitator to keep the cement slurry in a consistent mixture. The cement slurry must be dispensed as soon as

practical, but within a maximum of ninety (90) minutes from the addition of cement to the slurry water.

Unless otherwise approved by the City, the cement treatment operation shall not be started until ambient temperature reaches thirty-five (35) degrees with a projected high of forty (40) degrees (minimum). Operations shall cease when temperature falls below forty (40) degrees. The temperature will be taken in the shade and away from artificial heat. Cement shall not be placed when weather conditions in the opinion of the City are unsuitable.

Dry application will not be allowed unless approved by the City. If approved, the cement shall be spread by an approved spreader or by bag distribution. It shall be distributed at a uniform rate and in such a manner as to reduce to a minimum the scattering of cement by wind. Cement shall not be applied when wind conditions, in the opinion of the City, are such that blowing cement becomes objectionable to adjacent property owners or dangerous to traffic.

b. Final Mixing

- i. Immediately following cement slurry application, thoroughly mix the slurry into the subgrade with a pulvimixer. If necessary, make passes at various angles across the site to facilitate breaking up of oversized clods. The previously lime treated material and cement slurry shall be thoroughly mixed until, in the opinion of the City, a homogeneous, friable mixture of material and cement is obtained, free of all clods or lumps. Materials shall be mixed as thoroughly as possible at the time of the cement application and brought to a minimum of two (2) percent above its optimum moisture content. The material shall be kept moist as directed by the City.
- ii. If the cement-modified soil mixture contains clods, they shall be reduced in size by raking, blading, discing, harrowing, scarifying or the use of other approved pulverization methods to achieve the following gradation:

Minimum Passing 1½-inches Sieve	100%
Minimum Passing No. 4 Sieve	60%

4. Final Compaction

- a. Compaction of the subgrade shall begin immediately after final mixing and after final gradation has been met. Final compaction of the subgrade shall be complete within six (6) hours of introduction of water to cement.
- b. The subgrade shall be sprinkled, if necessary, and compacted to provide the density specified below as determined by the use of TEX 113-E. Testing shall occur after the subgrade is brought to the required lines and grades shown on the Typical Sections and Plans or as specified by the City.

Description	Density, Percent	Moisture, Percent
For cement-modified subgrade that will receive subsequent courses	Not less than 95, except when shown otherwise on the Plans.	Optimum to plus 4% unless otherwise shown on the Plans

- c. The testing will be as outlined in Test Method ASTM D 2922 and ASTM D3017 or other approved methods. In-place density tests shall be performed at the minimum of one test per three hundred (300) linear feet of paving for two (2) lanes. If the material fails to meet these density requirements it shall be reworked as necessary to meet said requirements. Reapplication of cement slurry will be required. to aid in recovering lost strength from reworking. Throughout this entire operation, the shape of the course shall be smooth and in conformity with the Typical Sections shown on the Plans and to the established lines and grades. Should the material due to any reason or cause lose the required stability, density and finish before the next course is placed or the work is accepted, it shall have cement incorporated at originally specified rate, remixing, and be recompact and refinished at the sole expense of the Contractor.
- d. Finishing of the completed section shall be accomplished by rolling as directed with a pneumatic tire or other suitable roller sufficiently light to prevent hair cracking.

D. MAINTENANCE OF SUBGRADE CONDITION:

- 1. The Contractor shall make provisions for maintaining the compacted subgrade in a moist condition for a secondary curing time. The requirement is to maintain the in-situ moisture at least two (2) percentage points above optimum conditions throughout the treated section. This is to be accomplished by frequent light sprinkling of the surface. During this secondary curing time, all construction vehicles shall be prohibited from the subgrade for a minimum of two (2) days.
- 2. The Contractor shall maintain the completed subgrade within the limits of his/her contract in good condition, satisfactory to the City as to grade, crown and cross section until such time as the surface course is constructed. All irregularities or other defects that may occur shall be repaired by the Contractor as his/her expense.
- 3. All over-excavated areas (shy grade) will require additional depth of pavement. No additional cement treated subgrade will be allowed on top of the initially processed grade (no scabbing).
- 4. The moisture content of the prepared subgrade shall be maintained at optimum or above until the next subsequent pavement course is installed. If this moisture decreases below optimum, the incorporation of additional moisture by scarifying and



re-compaction the prepared grade will not be permitted. If at any time the prepared subgrade needs to be disturbed to incorporate moisture or when subgrade has been exposed for more than thirty (30) days, an additional application of cement at one hundred percent (100%) of the original application rate of cement will be required. NO additional payment shall be made if these additional cement applications are required.

E. MEASUREMENT AND PAYMENT:

1. This work shall be measured by the square yard of completed and accepted lime modified / cement stabilized treated subgrade. Measurement of both the lime and cement shall be per ton of dry weight, as determined by certified weight tickets. No allowance shall be made for any materials used or work done outside the limits shown on the Plans and Typical Sections. The work performed and material furnished as prescribed by this item and measured as provide in this item shall be paid for at the unit price bid for lime modified / cement stabilized soil, which price shall be full compensation for scarifying the soil materials; for handling; hauling and spreading the lime slurry; for mixing the lime slurry into the subgrade; for roll sealing and curing the subgrade; for re-scarifying the lime modified subgrade; for handling; hauling and spreading the cement slurry; for mixing the cement slurry into the lime modified subgrade; for establishing final gradation; for spreading and shaping the mixture; compacting the mixture, including all rolling required for this compaction; surface finishing; and for all manipulation, labor, equipment, appliances, tools and incidentals necessary to complete the work and carry out the maintenance provisions in this specification.
2. Lime and cement materials measured as provided in this item shall be paid for at the unit price bid for lime and cement materials, which price shall be compensation for furnishing the material; for all freight involved, for all unloading and storing; and for all labor, equipment, fuels, tools and incidentals necessary to complete the work, all in accordance with the Plans and these Specifications.

**13-06 CEMENT TREATED SUBGRADE:**

A. DESCRIPTION:

1. This item shall govern for treating subgrade, by the addition of portland cement and mixing and compacting the treated material to the required density, as herein specified and in conformity with the typical sections, lines, grades and thickness as shown on the plans or as established by the City.
2. Portland cement shall be Type I unless otherwise directed by City.

B. EQUIPMENT: The machinery, tools, and equipment necessary for proper execution of the work shall be on the project and approved by the City prior to beginning work on this item. All machinery, tools, and equipment used shall be maintained in a satisfactory working condition.

C. CONSTRUCTION METHODS:

1. General

*Applicable  
to real  
sandy  
areas only*

- a. Contractor shall verify, identify, and maintain marked locations of all water valves, sanitary sewer manholes, and cleanouts at all times during construction. Prior to the application of cement or lime slurry, all manholes, cleanouts, and water valves shall be adjusted to approximately 1-foot below the bottom of the proposed subgrade.
  - b. The completed course shall be uniformly treated, free from loose or segregated areas, of uniform density and moisture content for its full depth and shall have a smooth surface.
2. Preparation of Subgrade or Existing Base
- a. Prior to scarifying or mixing existing material, the subgrade or existing base shall be shaped to conform to the typical sections as shown on the plans or as established by the City. This work shall be done in accordance with the provisions of the applicable bid Items.
  - b. The Contractor shall proof roll the roadbed before mixing or scarifying existing material. Soft spots shall be corrected as directed by the City at no additional cost.
  - c. When the Contractor elects to use a cutting and pulverizing machine that will process the material to the plan depth, the Contractor will not be required to excavate to the secondary grade or windrow the material. This method will be permitted only if a machine is provided which will ensure that the material is cut uniformly to the proper depth and provide a smooth surface over the entire width of the cut. The machine shall have a visible indicator that the machine is cutting to the proper depth at all times.
3. Gradation The existing material as shown on the typical section shall be mixed so that a minimum of eighty percent (80%) shall pass the No. 4 sieve.
4. Application of Cement
- a. Cement shall be applied by the "slurry" method. The cement shall be mixed with water to form a slurry of the solids content designated by the City. The amount of cement to be added will be shown on the plans or indicated in the contract documents.
  - b. Cement shall be spread only in that area where the mixing, compacting, and finishing operations can be continuous and completed within six (6) hours of addition of water.
  - c. Cement slurry shall be applied with an approved distributor truck by making multiple passes, if necessary, to uniformly apply the correct amount of cement as specified in the Plans or contract documents. The distributor truck shall be equipped with an agitator to keep the cement slurry in a consistent mixture. The cement slurry must be dispensed as soon as practical, but within a maximum of

ninety (90) minutes from the addition of cement to the slurry water.

- d. Unless otherwise approved by the City, the cement treatment operation shall not be started until ambient temperature reaches thirty-five (35) degrees with a projected high of forty (40) degrees (minimum). Operations shall cease when temperature falls below forty (40) degrees. The temperature will be taken in the shade and away from artificial heat. Cement shall not be placed when weather conditions in the opinion of the City are unsuitable.
- e. Dry application will not be allowed unless approved by the City. If approved, the cement shall be spread by an approved spreader or by bag distribution. It shall be distributed at a uniform rate and in such a manner as to reduce to a minimum the scattering of cement by wind. Cement shall not be applied when wind conditions, in the opinion of the City, are such that blowing cement becomes objectionable to adjacent property owners or dangerous to traffic.

5. Mixing

Only single or multiple soil stabilizer mixers shall be used.

6. Compaction Methods

- a. Compaction shall continue until the entire thickness of the mixture is uniformly compacted.
- b. The treated material shall be sprinkled and rolled as directed by the City. All irregularities, depressions or weak spots which develop shall be corrected immediately by scarifying the areas affected, adding or removing treated material as required, reshaping, and re-compacting at the Contractor's expense. Any reworked area must be completed within the six (6) hour window.
- c. Should the material lose the required stability, finish or fail to meet the density requirements before the next course is placed, it shall be removed and replaced at the Contractor's expense.

7. Density Control

Unless otherwise shown on the plans, the course shall be sprinkled as required herein and compacted to the extent necessary to provide not less than ninety-five percent (95%) density per TEX 113E. Moisture content shall range from zero percent (0%) to plus four percent (4%) optimum.

8. Finishing

- a. Immediately after compaction, the surface of the mixture shall be clipped, skinned, or tight bladed by a maintainer or subgrade trimmer to a depth of approximately 1/4-inch, removing all loosened materials. The loosened materials shall be disposed of at the Contractor's expense. The surface shall then be rolled with a pneumatic tire roller, adding small increments of moisture as needed during rolling.

- b. Throughout this operation, the shape of the course shall be maintained and the surface upon completion shall be smooth and in conformity with the typical sections, lines and grades as shown on the plans or as established by the City.

9. Curing

The completed section shall be moist cured for three (3) days or prevented from drying by addition of an AEP (Asphalt Emulsion Prime) 50/50 at the rate of 0.15 to 0.20 gallon per square yard as determined by the City. The asphalt used shall be of the type and grade shown as on the plans or as approved by the engineer.

- D. TOLERANCES: Grade Tolerances. In areas on which pavement is to be placed, any deviation in excess of ¼-inch in cross section and ¼-inch in 16-foot measured longitudinally shall be corrected by loosening, or removing material, reshaping, and compacting by sprinkling and rolling.

E. MEASUREMENT AND PAYMENT:

1. Cement treated subgrade will be measured by the square yard of the surface area to the lines and grades shown on the typical sections. The work performed and equipment furnished in accordance with this Item will be paid for at the unit price bid for “Cement treated subgrade”. This price shall be full compensation for the preparation and manipulation of the subgrade, which includes, shaping existing material, loosening, proof rolling, spreading, mixing, compacting, blading, shaping, finishing, curing including curing materials, replacing if required, and for all mixing water, labor, tools and incidentals necessary to complete the work except as otherwise provided for in this specification.
2. Cement will be measured and paid for at the unit price bid per ton of, dry weight.

**13-07 EPOXY BONDING AGENT:** Epoxy used shall be in accordance with TxDOT DMS-6100 Epoxies and Adhesives specifications.

**13-08 MISCELLANEOUS CONCRETE TESTING REQUIREMENTS:**

- A. The strength of the concrete shall be determined during the construction by taking a minimum of four (4) test cylinders during each fifty (50) cubic yards of continuous placement. These tests shall be conducted by an approved testing laboratory and the initial tests shall be paid for by the City. The cost of additional testing to isolate areas not complying with the specifications shall be paid for by the Contractor.
- B. Strength tests permitted by the specifications for early form removal shall be conducted by an approved testing laboratory and the cost shall be borne by the Contractor.

**13-09 RECONSTRUCT DRIVES:**

- A. Existing drives which will be affected by proposed construction and which will be reconstructed are specifically called out on the plans. After construction operations are completed in the street area, these drives shall be reconstructed to original or better

condition than existed before construction and to satisfaction of the City. Existing surface and base materials and storm drain pipe may be reused if approved by the City.

- B. All work shall conform to the applicable standard and special project specifications. Work shall include all materials, labor, and supervision for the reconstructing the drives and be paid per unit price as stated in the PROPOSAL.

**13-10 CONCRETE CURB AND GUTTER:**

- A. Concrete curb and gutter shall be placed at locations along the project where portions of the existing curb and gutter is removed. Unless otherwise approved by the City, all curb and gutter shall be standard 30-inches curb and gutter sections and be replaced at a minimum thickness of 6-inches or match existing curb and gutter thickness, whichever is greater. Contractor shall remove additional 8-inches thick, 1-foot back of curb of existing material under new curb and gutter limits and replace with 8-inches CTB compacted to ninety-five percent (95%) TEX-113E at optimum to plus four percent (4%).

- B. All concrete used for curb and gutter in the City will have a cement content of not less than five and a half (5.5) sacks of cement per cubic yard of concrete, four and a half percent (4.5%) entrained air (+/- 1.5%), and a minimum compressive strength at twenty-eight (28) days of thirty-six hundred (3,600) pounds per square inch. The unit price bid for curb and gutter shall include all reinforcing steel, including No. 4 “L” bars at every 18-inches. Curb & gutter, including additional excavation and CTB will be paid by the linear foot.

- C. Expansion joints shall be placed at all intersections, P.Cs, P.Ts, driveways, inlets, other curb and gutter or every 200-feet. Tooled joints shall be placed at every 5-foot intervals. All expansion joints shall not be less than ½-inch in thickness with longitudinal dowels. Dowels shall be three No. 4 smooth bars, 24-inches in length. One-half of the dowel shall be coated with asphalt and terminated with an expansion cap.

- D. All work shall be in compliance with C.O.G. Section 305.1. All loose material between the forms will be removed and the grade wetted prior to the placing of the concrete. An approved curing compound shall be applied to the surface in accordance with the Curing Specification. All curbs shall be vibrated to eliminate “honeycomb” appearance.

- E. Locations where homeowners have installed drain pipes that run through the curb, curb opening casting will be required to discharge water through the curb. Drain outfall (R3262 Neenah Foundry or equivalent) shall be installed flush with the curb and the location be approved by the City prior to installation. It is the Contractor’s responsibility to connect existing pipe to the curb opening casting and ensure connection is secure with no water leaks or dirt infiltration.

- F. Refer to Section 13-16 for additional concrete specifications. (Rev 1/2022)

**13-11 CONCRETE VALLEY GUTTERS:**

- A. All concrete valley gutters shall have a minimum thickness of 6-inches on residential streets and 8-inches on collector or larger streets. Contractor shall remove additional 8-inches of existing material under proposed valley gutter limits and replace with 8-inches

*Note to Staff  
- Applicable  
to street  
maintenance  
type or  
asphalt  
streets*

CTB compacted to ninety-five percent (95%) TEX-113E at optimum to plus four percent (4%). Concrete valley gutters shall be reinforced with No. 4 bars on 12-inches spacing in both directions.

- B. All concrete shall have a minimum cement content of five and a half (5.5) sacks per cubic yard of concrete, four and a half percent (4.5%) entrained air (+/- 1.5%) and a minimum compressive strength at twenty-eight (28) days of thirty-six hundred (3,600) pounds per square inch. All concrete shall be vibrated and an approved curing compound shall be applied to the surface.
- C. Refer to Section 13-16 for additional concrete specifications. (Rev 1/2022)

**13-12 CONCRETE DRIVEWAYS:**

- A. All concrete driveways shall have a minimum thickness of 5-inches for residential driveways and 6-inches for commercial driveways or shall match existing driveway thickness, whichever is greater.
- B. Driveways shall be composed of concrete having a minimum cement content of five and a half (5.5) sacks per cubic yard of concrete, four and a half percent (4.5%) entrained air (+/- 1.5%) and a minimum compressive strength at twenty-eight (28) days of thirty-six hundred (3,600) pounds per square inch. The unit bid price shall also include No. 4 bars on 18-inches centers both ways. All concrete shall be vibrated and an approved curing compound shall be applied to the surface.
- C. The City will replace only those existing driveways specified. Any new drives installed by the Contractor under criteria other than the above will be at his/her own expense.
- D. Refer to Section 13-16 for additional concrete specifications. (Rev 1/2022)

**13-13 CONCRETE SIDEWALKS:**

- A. MATERIALS:
  - 1. Sidewalks shall have a minimum thickness of 4-inches and be constructed of concrete with a minimum cement content of five and a half (5.5) sacks of cement per cubic yard of concrete, four and a half percent (4.5%) entrained air (+/- 1.5%), and a compressive strength of not less than thirty-six hundred (3,600) pounds per square inch at twenty-eight (28) days. Reinforcing steel shall be No. 4 bars on 18-inches centers located 2-inches below the top surface of the sidewalk. All concrete shall be vibrated and as soon as the concrete has obtained its initial set, a white pigmented approved curing compound shall be applied to the surface. (Rev. 12/2020)
- B. CONSTRUCTION PROCEDURE:
  - 1. In general, the grade of the sidewalks shall be established with respect to the curb. Forms shall be set for all sidewalks and shall be true to line and grade. Forms shall be set to provide a cross slope of ¼-inch per foot (maximum) across the sidewalk toward the street. All forms shall remain in place at least twenty-four (24) hours.

2. The plane of all joints shall make a right angle with the surface of the pavement. No joints shall have an error in alignment of more than ½-inch at any point. The edges of the slab at all joints, except where the joints are sawed, shall be rounded with an edger having a radius of ¼-inch, except as otherwise shown on the plans. The edging shall also be done symmetrically on each section with the plane of the joint.
3. Longitudinal expansion joints, joints used to separate new from old concrete, and all joints around all fire hydrants shall be made of conventional ¾-inch asphalt expansion joint material extending completely through the concrete unless otherwise specified on the plans.
4. Transverse expansion joints shall be ¾-inch in width and be made of high grade redwood with removable ¾-inch wide by 1-inch deep cap strip or with asphalt expansion material with removable cap strip, sealed with self-leveling gray silicon sealant. Joints shall be placed through the concrete at a spacing not to exceed 40-feet. 24-inches, No. 4 smooth steel dowels shall be placed on 12-inches centers through each expansion joint, one end of each dowel being wrapped or otherwise prevented from bonding to the concrete.
5. Contraction joints shall be made in the sidewalk at regular intervals, such intervals generally being equal to the width of the sidewalk.
6. The Contractor shall grade or fill, as necessary, along the sidewalk to match the existing ground. Care will be used to ensure that adjacent property outside the right-of-way line is protected.
7. When sidewalks are constructed adjacent to retaining walls, the plans shall specify if the sidewalk and retaining wall are to be constructed as separate items or as a sidewalk with wall unit. The sidewalk with wall unit shall be constructed in accordance with the City typical details. When specified to be constructed as separate items, the limits of pay for the sidewalk shall be all of the sidewalks up to the face of the retaining wall. The retaining wall shall be paid under retaining wall on a cubic yard basis.
8. Unless otherwise approved by the City, nothing shall be installed in the sidewalks, including but not limited to meters, meter boxes, valves, fire hydrants, manholes, and sign poles.

C. Refer to Section 13-16 for additional concrete specifications.

(Rev 1/2022)

**13-14 BARRIER FREE RAMPS:**

- A. Sidewalks shall be constructed barrier free and fully accessible. Curb ramps are required at all intersections between sidewalks and streets. At driveways, the curb shall be laid down and the sidewalk section shall be maintained through the driveway. All concrete

shall be vibrated and the ramps be constructed in accordance with the detail shown on the plans.

- B. Ramp slopes shall not exceed 8.33%. All ramps shall be constructed with current ADA standards, including Colonial Red (Federal Color No. 20109) Cast In Place Detectable/Tactile Warning Surface Tile as manufactured by Armor Tile or 4-inches x 8-inches x 2¼-inches ADA compliant detectable warning pavers in Antique (shade No. 32) as manufactured by Whitacre-Greer or in River Red as manufactured by Pavestone, or approved equal.
- C. All incidentals, including but not limited to, the transition, the landings, curb, pavers and sidewalks all the way to the tie-in as necessary to meet ADA compliance, the concrete below the detectable warning device, the bedding sand shall be subsidiary to the unit price bid for each ramp.
- D. Refer to Section 13-16 for additional concrete specifications. (Rev 1/2022)

### **13-15 CONCRETE PANEL REPLACEMENT:**

- A. The contractor shall perform an elevation survey of all segments and establish removal and replacement limits to ensure ponding water will not exist after construction. Contractor shall provide cut sheets clearly showing concrete removal limits to the City for review and approval prior to starting construction. Survey shall include enough information to evaluate drainage of the street and adjacent properties. The City will make the final determination as to the limits of the concrete replacement. Payment to complete this work and survey will be considered subsidiary to the bid item. (Rev. 11/2019)
- B. All concrete paving shall be replaced at a minimum thickness of 8-inches or shall match existing pavement thickness, whichever is greater. Paving shall include 8-inches of Cement Treated Base (CTB) and be reinforced with No. 4 rebar on 18-inches spacing both directions. Contractor shall drill 6-inches into existing pavement to accomplish tie-in with No. 4 rebar, 30-inches in length, every 18-inches with epoxy.
- C. Any curb replacement associated with concrete paving shall be considered integral to the paving. All expansion joints in curbs shall conform to the joint locations in the slab. All expansion joints in the slab (newly replaced paving) shall conform to existing expansion joint unless otherwise approved by the Inspector. All joints shall be routed and sealed. All concrete shall be vibrated.
- D. Concrete trucks shall be discharged to achieve uniform placement across the entire width of the panel.
- E. Refer to Section 13-16 for additional concrete specifications. (Rev 1/2022)



## **13-16 CONCRETE/CONCRETE PAVEMENT:**

### **A. DESCRIPTION:**

1. This item shall consist of portland cement concrete pavement, panel replacement, sidewalk, driveways, retaining walls, etc., with reinforcement as shown on plans, with or without monolithic curbs, constructed as herein specified on the prepared subgrade or other base course in conformity with the lines, grades, thickness and typical cross-sections shown on plans. Concrete shall be considered of satisfactory quality provided:
  - a. it is made of materials accepted for the job,
  - b. in the proportions approved by the City and
  - c. mixed, placed, finished and cured in accordance with the requirements of this specification and meets the requirements herein specified.

### **B. MATERIALS:**

#### **1. Cement**

- a. The cement shall be Type 1 of a standard brand of portland cement. Type III cement shall be used when high early strength concrete is required by the plans or special provisions. If the use of high early strength cement is not specified, the Contractor desires to use it, he shall obtain written permission of the City and shall assume all additional costs incurred by the use of such cement. Type I and Type III cement shall conform to the requirements of ASTM Designation: C 150. When Type III cement is used, the average strength of briquettes at the age of seven (7) days shall be higher than that attained at three (3) days. Either the tensile or the compressive tests may be used for either type cement. In addition to the requirements of ASTM Designation C 150, the specific surface area of Type I cement shall not exceed two thousand (2,000) square centimeters per gram as measured by the Wagner Turbidimeter in accordance with Test Method Tex-310-D.

#### **2. Admixtures**

- a. No admixtures shall be used in the concrete without prior approval, and all approved admixtures shall meet applicable AASHTO, ASTM, and CSA requirements.
- b. Air-entraining agents shall have proven compatibility with all local concrete materials, including cement, and shall be capable of providing in the concrete the required air contents and an air-void system known to produce durable, scale-resistant concrete.
- c. Admixtures other than air-entraining agents shall not be used until trial mixes with job materials have shown them to be compatible at job temperatures. Trial mixes must also show that desired properties will be imparted to the fresh concrete without any subsequent loss of strength or durability in the hardened concrete.
- d. Air reducing agents will not be acceptable for use.

3. Coarse Aggregate

- a. Coarse aggregate shall consist of durable crushed limestone 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 a quarter percent (0.25%) by weight of clay lumps, nor more than one percent (1%) by weight of shale nor more than five percent (5%) by weight of laminated and/or friable particles when tested in accordance with Test Method Tex-413-A.
- b. Coarse aggregate shall have a wear of not more than thirty-eight percent (38%) when tested according to Test Method Tex-410-A, and shall meet the grading requirements of TxDOT Standard Specification 421.2 Table 3 for 1-inch or 1½-inches.
- c. Where the coarse aggregate is delivered on the job in two or more sizes or types, each type and/or size shall be batched and weighed separately.
- d. A supply of aggregate adequate for two (2) days paving shall be stockpiled at the concrete plant. All aggregates shall be handled and stored in such a manner as to prevent size segregation and contamination by foreign substances. When segregation is apparent, the aggregate shall be remixed. At the 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 half a percent (0.5%) free moisture by weight shall be stockpiled for at least twenty-four (24) hours prior to use.
- e. Adequate storage facilities shall be provided for all approved materials. The intermixing of nonapproved 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 City.
- f. Each aggregate stockpile shall be reworked with suitable equipment at such times, as required by the City to remix the material to provide uniformity of the stockpile.

4. Fine Aggregate

- a. Fine Aggregate shall consist of sand or a combination of sands, and shall be composed of clear, hard, durable, uncoated grains. Fine aggregate shall be free from injurious amounts of salt, alkali or vegetable matter. Unless otherwise shown on plans, the acid insoluble residue of the fine aggregate shall be not less than twenty-eight percent (28%) by weight when tested in accordance with Test Method Tex-612-J.
- b. It shall not contain more than half a percent (0.5%) of weight of clay lumps. It shall contain no more than twenty percent (20%) manufactured sand. When subjected to the color test for organic impurities, Test Method Tex-408-A, the fine aggregate shall not show a color darker than the standard.

- c. When the fine aggregate is tested in accordance with Test Method Tex-317-D, it shall have tensile strength of mortar equal to or greater than the strength of standard Ottawa sand mortar.
  - d. Unless specified otherwise, fine aggregate shall meet the grading requirements of TxDOT Standard Specifications 421.2, Table 4.
  - e. Fine aggregate will be subjected to the Sand Equivalent Test (Test Method Tex-203-F). The sand equivalent value shall not be less than eighty (80), or less than the value shown on the plans, whichever is greater. The acid insoluble residue of fine aggregate used in concrete subject to direct traffic shall be not less than sixty percent (60%) by weight when tested in accordance with Test Method Tex 612-J.
5. Mixing Water
- a. Water for use in concrete and for curing shall be free from oil, 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 SO<sub>4</sub>.
  - b. Water from municipal supplies approved by the State Health Department will not require testing. Water from other sources will not be allowed. A sample of approximately one gallon will be submitted to Materials and Tests Division, Camp Hubbard, Austin, for test and approval.
  - c. Tests procedure shall be in accordance with AASHTO Designation: T 26.
6. Joint Filler
- a. Boards for expansion joint filler and for contraction joints shall be of the size, shape and type indicated on the details.
  - b. Boards shall be obtained from redwood timber. They shall be sound 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.
7. Joint Sealing Material
- a. Unless otherwise shown on the plans, joint sealing material shall conform to the requirements herein or as an approved equivalent. The material shall adhere to the sides of the concrete joint or crack and shall form an effective seal against infiltration of water and incompressibles. Joints shall not be overfilled. The material shall not crack or break when exposed to low temperatures.

- i. **Hot Poured Rubber:** This sealer shall be a rubber asphalt compound which when heated shall melt to the proper consistency for pouring and shall solidify on cooling at atmospheric temperatures.

The material when tested in accordance with Test Method Tex-525-C shall meet the following requirements:

Penetration:

32°F, 200 grams, 60 seconds.....not less than 0.28 cm  
77°F, 150 grams, 5 seconds .....45 to 0.75 cm

Flow:

5 hours, 140°F, 75° incline..... not more than 0.5 cm

Bond and Extension:

15°F, 5 cycles      There shall be no cracking of the joint sealing material or break in the bond between the joint material and the mortar pieces.

8. Asphalt Board

- a. Asphalt board when used in accordance with plans shall be of required size and uniform thickness and when used in transverse joints, shall conform approximately to the shape of the pavement crown as shown on plans. Asphalt board shall consist of two liners of 0.016-inch asphalt impregnated paper filled with a mastic mixture of asphalt and vegetable fiber and/or mineral filler.
- b. 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 one-half (1/2) the pavement width or in lengths equal to the width between longitudinal joints and may be furnished in strips or scored sheet of the required shape. When tested in accordance with Test Method Tex-524-C the asphalt board shall not deflect from the horizontal more than 3/4-inch in 3 1/2-inches.

9. Steel Dowel Bars

- a. Smooth steel bar dowels shall be of the size and type indicated on the details and shall be open-hearth, basic oxygen or electric-furnace steel conforming to the mechanical properties specified for grade 60 in ASTM Designations: A 615. The free end of dowel bars shall be smooth and free of shearing burrs.
- b. One end of each dowel bar shall be encased in an approved cap having an inside diameter of one 1/16-inch 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 City prior to use. One end of the cap shall be lubricated in order to permit free movement of the dowel bar for a distance equivalent to one hundred fifty percent (150%) of the width of the

expansion joint used. The dowel caps and dowel bars shall be held securely in place by an approved dowel support basket, or an approved equivalent thereof.

10. Steel Reinforcement

Reinforcing steel shall be in accordance with DMS-7320, Item 440, "Qualification Procedure for Reinforcing Steel Producing Mills".

11. Membrane Curing Compound

The membrane curing compound shall be in accordance with "Membrane Curing," Type 2 white pigmented.

C. EQUIPMENT: All equipment and tools necessary for handling materials and performing all parts of the work shall be approved by the City and shall conform to Item 360.4 "Equipment" of the latest TxDOT Specs.

D. PROPORTIONING CONCRETE:

1. Concrete Control

a. The City shall furnish at its expense continuous plant control of the concrete by having full time a commercial laboratory at concrete plants to make the following test and inspection:

- i. Check incoming aggregates, fine and coarse, for gradations, specific gravity, unit weight, abrasion wear, etc.
- ii. Determine moisture contents of the aggregates to adjust bin weights to comply with designs.
- iii. Make all concrete designs in accordance with Specifications.
- iv. Check scales as needed for accuracy.
- v. Help maintain proper slumps, as specified.
- vi. Send inspection reports for each day's operations.

b. The laboratory shall cast field specimens and perform related tests for every one hundred (100) cubic yards of concrete manufactured for main lane paving and, every fifty (50) cubic yards of concrete manufactured for hand placement or any portion thereof. (Rev. 8/2019)

2. Concrete Mix Design

a. The concrete shall be composed of Normal Portland Cement or High-Early-Strength Portland Cement, coarse aggregate, fine aggregate and water. The coarse aggregate cannot be less than sixty percent (60%) of the total combination of aggregates by volume. High-Early-Strength Portland Cement may be used only when specifically approved by the City in writing and the concrete made therewith shall be subject to all applicable provisions of these specifications.

- b. Within a period of not less than ten (10) days prior to the start of concreting operations, the Contractor shall submit to the City a design of the concrete mix he proposes to use together with samples of all materials to be incorporated into the mix and a full description of the source of supply of each material component. The design of the concrete mix shall conform to the provisions and limitation requirements of these specifications. When the design mix has been approved by the City, there shall be no change or deviation from the proportions thereof or sources of supply except as hereinafter provided. No concrete may be placed on the job site until the mix design has been approved by the City.
  - c. It is the intent of this specification to develop and use an economical mix design with the proportion of fine aggregate in the concrete mix near the upper limit of the range that permits proper placing, finishing, and texturing and which will fulfill all requirements of this specification when using acceptable materials as furnished by the Contractor. Where hand finishing is permitted, the addition of one-half sack of cement (6 sacks total) per cubic yard shall be required.
  - d. The concrete mix design shall have an entrained air content of four and a half percent (4.5%), +/- one and a half percent (1.5%).
  - e. 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 compressive strength test specimens.
  - f. All concrete shall be designed for a minimum compressive strength at twenty-eight (28) days of thirty-six hundred pounds per square inch (3,600 psi) or a minimum flexural strength of five hundred seventy-five pounds per square inch (575 psi) at the age of seven (7) days when Type I Portland Cement is used. If Type III cement is used, a flexural strength at seven (7) days of six hundred pounds per square inch (600 psi) will be required. Flexural strength will be determined as a simple beam with center point loading (A.S.T.M. Designation C 293). While concreting operations are in progress, beam or cylinder specimens shall be made by the City's independent laboratory according to the STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION AS ISSUED BY THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG). All concrete having a minimum compressive strength at twenty-eight (28) days of thirty-six hundred (3,600) psi shall have a minimum cement content of five and a half (5.5) sacks per cubic yard.
3. Workability:
- a. 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 will be immediately corrected by one of the following measures or a combination of two or more of the following listed measures:

- i. Redesign of the batch.
  - ii. Increase of cement content.
  - iii. Use of an approved admixture.
- b. The mix will be designed with intention of producing concrete which will have a slump of 1½-inches when tested in accordance with the STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION AS ISSUED BY THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG). The maximum slumps shall be as follows.
- i. Machine placement – 4-inches maximum
  - ii. Hand placement – 5-inches maximum

E. FORMS:

1. Placing and Removing Forms

- a. 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 materials, place, sprinkled and rolled as directed. Forms shall be staked with at least three pins for each 10-foot 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 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 ahead of the mixer. Conformity of the grade and alignment of forms shall be checked immediately prior to placing concrete, and all necessary corrections made by the Contractor. Where any form has been disturbed or any subgrade becomes unstable, the form shall be reset and rechecked.
- b. In exceptional cases, the City 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 thereon and to withstand its vibration without springing or settlement shall be required. If forms settle and/or deflect over 1/8-inch under finishing operations, paving operations shall be stopped and the forms shall be reset to line and grade.
- c. Forms shall remain in place for not less than twelve (12) hours after the concrete has been placed. They shall be carefully removed in such a manner that 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 shall be patched immediately with an approved mortar. In cases of severe honeycomb, the pavement will be removed.

- d. Immediately after patching, the form trench, if used, shall be filled immediately with earth from the shoulders in such a manner as to shed water from rainfall or curing away from the edge of the pavement. On completion of the required curing, the subgrade or shoulders adjacent to the pavement shall be placed in condition to maintain drainage.
- e. Any grade revisions shall be established by the City. No additional payment over the contract unit price will be made for any pavement of a thickness exceeding that required on the plans.

F. CONCRETE MIXING AND PLACING:

1. Mixing Methods

- a. The concrete shall be mixed in a mixer conforming to the requirements of the latest TxDOT Standard Specifications.
- b. Mobile batch trucks and/or volumetric trucks will only be permitted for use on small utility repairs of less than 50 cubic yards.  
(Rev 7/2023)
- c. Central Mix: The aggregates, cement and water shall be measured separately, introduced into the mixer, and mixed for a period of not less than fifty (50) seconds nor more than ninety (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 fifteen (15) seconds of mixing. The entire contents of the drum shall be discharged before any materials of the succeeding batch are introduced.
- d. The City 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.
- e. 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 one (1) nor more than six (6) rpm as directed by the City.
- f. The maximum size of the concrete batch, absolute volume, shall not exceed one hundred twenty percent (120%) of the rated size of the mixer (40.8 cubic feet maximum batch for the 34-cubic foot 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.



- g. 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 one (1) sack of cement and three (3) parts sand.

2. Weather Conditions

- a. All weather temperatures will be based on readings forecasted by the National Oceanic and Atmospheric Administration (NOAA).
- b. Concrete shall not be placed until ambient temperature reaches thirty-five (35) degrees with a projected high of forty (40) degrees (minimum). Operations shall cease when temperature falls below forty (40) degrees. Temperature shall be taken in the shade and away from artificial heat.
- c. 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 his/her expense.

3. Mixing Verification

Before unloading and prior to concrete placement, delivery tickets shall be furnished for the batch of concrete containing the information required for TxDOT Form 596. The City will verify all required information is provided on the delivery tickets and may suspend concrete operations until the corrective actions are implemented if the delivery tickets do not provide the required information.

4. Placing Concrete

- a. Moisture shall be applied to the subgrade prior to placement of concrete. Concrete shall be placed only on approved subgrade or subbase, and unless otherwise indicated on plans, the full width of the pavement shall be constructed monolithically. The concrete shall be rapidly deposited on the subgrade in successive batches and shall be distributed to the required depth and for the entire width of the pavement by shoveling or other approved methods. Workmen will not be permitted to walk in the concrete with any foreign material on their boots or shoes.
- b. The placing operation shall be continuous. At the end of the day, or in case of unavoidable interruption or delay of more than thirty (30) minutes, work shall terminate at the nearest regularly established joint.
- c. When the concrete is to be placed in separate lanes, the junction line shall not deviate from the true line more than ½-inch at any point and shall be finished as shown on plans.
- d. Concrete shall be distributed to such depth that when consolidated and finished, the slab thickness required by plans will be obtained at all points and the surface shall not, at any point, be below the 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.

- e. If a central mixer is used, the Contractor shall provide a system satisfactory to the City for determining that concrete delivered to the road meets the specified requirements for mixing and time of placing.

5. Time

- a. Concrete shall not be placed before the time of sunrise and shall not be placed later than shall permit the finishing of the pavement during sufficient natural light in accordance with NCTCOG Specification 303.5.5 below.

<b>Temperature/Time Requirements</b>		
Concrete Temp (At Point of Placement)	Max Time (No Retarding Agent) Minutes	Max Time <sup>(1)</sup> (With Retarding Agent) Minutes
Non-Agitated Concrete		
All temperatures	30	45
Agitated Concrete		
Above 90F	45	75
Above 75F thru 90F	60	90
75F and Below	90	120

<sup>(1)</sup>Normal dosage of retarder

- b. Any concrete not placed as herein prescribed within the time limits specified will be rejected.

6. Hot Weather Concrete Placing

- a. Concrete with a temperature of 85°F or higher will require a retarding agent admixture.
- b. The maximum temperature of concrete at the time of placement will not exceed 100°F. All concrete that exceeds this temperature will be rejected.
- c. It shall be the Contractor's and/or his/her supplier's responsibility to take steps to control the temperature below 100°F.

7. Reinforcing Steel and Joint Assemblies

- a. Reinforcement must be stored above the ground on platforms, skids, or other supports, and be protected from damage and deterioration. Reinforcement must be free from dirt, paint, grease, oil, and other foreign materials when placed in the work. Reinforcement shall be free from defects such as cracks and delamination. Rust, surface seams, surface irregularities, or mill scale will not be cause for rejection if the minimum cross-sectional area of a hand wire-brushed specimen meets the requirements for the size of steel specified.

- b. Stainless reinforcing steel shall not be in direct contact with uncoated reinforcing steel, nor with galvanized reinforcing steel. This does not apply to stainless steel wires and ties. Stainless reinforcing steel shall be stored separately off the ground on wooden supports.
- c. Lap-splice, weld-splice, or mechanically splice bars as shown on the plans. Additional splices not shown on the plans will require approval by the City. Splices not shown on the plans will be allowed in slabs no more than 15-inches in thickness, columns, walls, and parapets.
- d. Unless otherwise approved, bars shall not be spliced less than 30-feet in plan length. For bars extending 30-feet in plan length, the distance center-to-center of splices must be 30-feet minimum 1 splice length, with no more than 1 individual bar length less than 10-feet. Lap splices not shown on plans, but otherwise permitted shall be in accordance with the following table. The specified concrete cover and spacing at splices must be maintained the lap-spliced bars placed in contact, and securely tied together.

Minimum Lap Requirements for Steel Bar Sizes through No. 11

Bar Size Number (inches)	Uncoated Lap Length	Coated Lap Length
3	1 ft. 4 in.	2 ft. 0 in.
4	1 ft. 9 in.	2 ft. 8 in.
5	2 ft. 2 in.	3 ft. 3 in.
6	2 ft. 7 in.	3 ft. 11 in.
7	3 ft. 5 in.	5 ft. 2 in.
8	4 ft. 6 in.	6 ft. 9 in.
9	5 ft. 8 in.	8 ft. 6 in.
10	7 ft. 3 in.	10 ft. 11 in.
11	8 ft. 11 in.	13 ft. 5 in.

- Do not lap No. 14 or No. 18 bars.
- Lap spiral steel at least 1 turn.
- Splice WWR using a lap length that includes the overlap of at least two (2) cross wires plus 2-inches on each sheet or roll. Splices using bars that develop equivalent strength and are lapped in accordance with the above table will be allowed.
- Lap the existing longitudinal bars with the new bars shown in the above table for box culvert extensions with less than 1-foot of fill. Lap at least 1-foot for extensions with more than 1-foot of fill.
- Welded splices shall conform to the requirements of the plans and of TxDOT Item 448 “Structural Field Welding”. Field-prepare ends of reinforcing bars if they will be butt-welded. Delivered bars must be long enough to permit weld preparation.

- Install mechanical coupling devices in accordance with the manufacturer's recommendations at locations shown on the plans. Threaded male or female connections must be protected and the threaded connections cleaned when making the connection. Damaged or repaired threads will not be permitted.
  - Mechanical coupler alternate equivalent strength arrangements, to be accomplished by substituting larger sizes or more bars, will be considered if approved in writing before fabrication of the systems.
- e. All reinforcing steel, including tie bars, dowel bars, and dowel support baskets shall be accurately placed and secured in position in accordance with details shown on plans (use TxDOT latest approved Reinforcing Steel Mill List). Reinforcing bars shall be securely wired together at alternate intersections, following a pattern approved by the City, and at all splices, and shall be securely wired to each dowel intersected. Tie bars shall be installed in the required position by the method and device shown on plans or by approved method and device equivalent thereto. Bar coatings required by plans, 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 of the concrete.
- f. 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.
- g. Where plans require an assembly of parts of pavement joints, the assembly shall be completed, placed at required location and elevation, and all parts rigidly secured in required position by the method and devices shown on plans or by approved method and devices equivalent thereto. Dowel bars shall be accurately installed in joint assemblies in accordance with plans and details, each parallel to the pavement surface and to the center line of the pavement and shall be rigidly secured in required position by such means (as shown on plans, or approved equivalent thereto) that will prevent their displacement during placing and finishing of the concrete. Unless specifically authorized by the City in writing, the dowel support baskets, shall be accurately installed in joint assemblies in accordance with plans and details, 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 shown on plans, or approved equivalent thereof) 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 dowel support basket. All dowel support baskets shall be free of rust and clean when installed in the concrete.

- h. Pre-set L bars shall not be straightened in new concrete before three (3) days of cure. Drilling for dowel or rebar installation shall not take place before three (3) days of cure on new concrete.

8. Construction Joints

- a. Intentional stoppage of the concrete placement 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 concrete placement is stopped.
  - i. When the concrete placement is stopped at an expansion joint, the complete joint assembly shall be installed and rigidly secured in required position as shown on plans. A bulkhead of sufficient cross-sectional area to prevent deflection, accurately notched to receive the dowel support baskets or dowels 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 shall be executed as specified herein and in accordance with plan requirements. The back-up bulkhead shall remain in place until immediately prior to the time when concrete placing is resumed, when 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 to adhere to concrete, dirt or other material at the time concrete placement is resumed.
- b. When concrete placement is stopped at a weakened plane joint, all applicable provisions of paragraph (a) above shall apply in addition to the following requirements:
  - i. The Contractor shall have available a bulkhead shaped to the 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.
  - ii. Immediately upon the unintended stoppage of the concrete placement, 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. When concrete placement 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 vibrated with the first. An edge created by a construction joint of

this type shall have a tooled joint and shall be sealed as required for contraction joints.

G. JOINTS:

1. General

- a. All transverse and longitudinal joints when required in the pavement shall be of the type or alternate type shown on plans and shall be constructed at required location, on required alignment, in required relationship to tie bars and joint assemblies, and in accordance with details shown on the plans. Such stakes, braces, brackets or other devices shall be used as necessary to keep the entire joint assembly in true vertical and horizontal position.
- b. Joints shall be installed as shown on the plans. A rigid transverse bulkhead, for the reinforcing steel, shall be installed and shaped accurately to the cross-section of the pavement when concrete placement is stopped. (Rev 2/2020)
- c. Careful workmanship shall be exercised in the construction of all joints, to ensure that the concrete sections are completely separated by an open joint or by the joint materials and to ensure that the joints will be true to the outline indicated.

2. Expansion Joints

Transverse expansion joints shall be formed perpendicular to the centerline and surface of the pavement and shall be constructed in accordance with the sequence of operations shown on plans. 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 position of the filler and shall install the tooled joint form in accordance with plans. After removal of the joint seal form as required by plans, the tooled joint 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 tooled joint 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 in accordance with plans. The faces of the tooled joint 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 tooled joint shall be exactly above and not narrower than the joint filler with no concrete over hangings.

3. Weakened Plane Joints

- a. Weakened plane joints shall consist of transverse contraction joints and longitudinal joints and shall be sawed as specified on the plans. 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 designed to make a clean smooth cut having a width and depth of cut as detailed on the plans. Tracks adequately anchored, 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 stand-by power saw on the project at all times when concrete operations are under way. No concrete shall be sawed without the use of water.

- b. 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.
  - i. Contraction joints: Transverse contraction joints shall be sawed joints perpendicular to the centerline and the surface of the pavement and shall be constructed by the method, and in sequence of operations, as shown on plans. Where sawed joints are used, contraction joints at intervals shown on the plans shall be sawed as soon as sawing can be accomplished without damage to the pavement and before twenty-four (24) hours after the concrete has been placed. The remaining contraction joints shall be sawed in a uniform pattern as directed by the City, 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.
  - ii. Longitudinal Joints: Longitudinal joints shall be of the type or alternate types shown on plans and shall be constructed of specified materials in accordance with provisions of the plans. 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.

Longitudinal joints shall be sawed as soon as sawing can be accomplished without damage to the pavement and before twenty-four (24) hours after the concrete has been placed, the exact time to be approved by the City. Sawing shall not cause damage to the pavement and the groove shall be cut with a minimum of spalling.

#### 4. Joint Sealers

- a. Joint sealants will not be required on concrete pavement that is to be overlaid with asphaltic materials. Excessive spalling of the joint saw groove shall be repaired using an approved method before installing the sealant. All joints shall be sealed before opening the pavement to all traffic. (Rev. 2/2020)
- b. Prior to sealing, joints shall be routed to the proper depth. Joints shall be cleaned and sealed in accordance with TxDOT Item 438 “Cleaning and Sealing Joints”. All slurry waste shall be removed immediately. All joints shall be sealed no sooner than seven (7) days and no later than twenty-eight (28) days from time of placement, unless otherwise directed by the City. (Rev. 2/2020)
- c. Hot Poured Rubber: This material shall be melted in an approved oil-bath kettle equipped with temperature indicators and continuously operated mechanical

agitators. The material shall not be heated above 450°F and any material heated above that temperature will be rejected.

5. Asphalt Board

Asphalt expansion 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 & S gage. Such anchorage shall be sufficient to overcome the tendency of the material to fall out of the joint.

6. Curbs

a. 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, as specified for the pavement and shall be of the section as shown for the curb. All expansion joints shall be carried through the curb.

b. Transverse contraction joints shall be sawed across the curb at the same location and at the same time as sawing of the transverse contraction joints in the pavement are sawed.

H. SPREADING AND FINISHING:

1. Machine Finishing

a. All concrete pavement shall be finished mechanically with approved power-driven machines, except as herein provided. Hand finishing will be permitted on the transition from a crowned section to a super-elevated section without crown on curves, and on straight line super-elevation sections less than 100-feet in length. Hand finishing will also be permitted on that portion of a widened pavement outside the normal pavement width, on sections where the pavement width is not uniform, or required monolithic widths are greater than that of available finishing machines.

b. Machine finishing of pavement shall include the use of power-driven spreaders, power-driven vibrators, power-driven transverse strike-off, and screed, or such alternate equipment as may be substituted and approved under the latest TxDOT Standard Specifications. Further, any machine finishing equipment that rides on previously placed forms will be prohibited on any roadway with a total width of more than 28-feet, nor will they be allowed on any divided roadway of any width.

c. All concrete pavement shall be consolidated by a mechanical vibrator. As soon as the 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. A wet Burlap Drag will be required on all machine paving.



- d. Concrete shall be of a consistency that allows completion of all finishing operations without addition of water to the surface. Minimal amount of water fog mist may be used to maintain a moist surface. If float or straightedge operations result in excess slurry, fogging shall be reduced.
  - e. After finishing is complete and the concrete is still workable, the surface shall be tested for trueness with an approved 10-foot steel 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. Straightedge operations shall begin with twenty-five percent (25%) of straightedge on new concrete and seventy-five percent (75%) on the existing concrete, advancing to no more than half 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 ensure 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.
  - f. For one-lane pavement placement and uniform widening, the equipment for machine finishing of concrete pavement shall be as directed by the City but shall not exceed the requirements of these specifications.
  - g. After completion of the straightedge operation, the first pass of the baker broom shall be made as soon as construction operations permit and before the water sheen has disappeared from the surface. This shall be followed by as many passes as required to produce the desired uniform texture depth satisfactory to the City. There shall be no unnecessary delays between passes. The baker broom shall be free from encrusted mortar.
2. Hand Finishing
- a. Hand finishing will only be permitted with prior authorization from the City. Six sacks of cement per cubic yard shall be required for all hand finish concrete.
  - b. When hand finishing is permitted, the concrete shall be struck off with an approved strike-off screed to such elevation that when consolidated and finished the surface of the pavement shall conform to the required section and grade.
3. Surface Testing
- After the concrete has been placed twelve (12) hours or more, if necessary the City may test the surface of the pavement with a 10-foot straightedge. The surface shall not vary from the straightedge by more than 1/8-inch between any two (2) contacts, when measured longitudinally or transversely. 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 requirements.

I. CURING:

1. All concrete pavement shall be cured by protecting it against loss of moisture for a period of not less than seventy-two (72) hours from the beginning of curing operations. After finishing operations have been completed and immediately after the water shown has dissipated from the surface, the entire surface of the newly laid concrete shall be covered and cured in accordance with the requirements specified. Failure to provide sufficient cover material or 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 and removal of any sections which are improperly cured.
2. 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 required, and the covering material replaced immediately on completion of sawing and testing and any required surface correction.

J. PROTECTION OF PAVEMENT AND OPENING TO TRAFFIC:

1. Weather Conditions

Contractor shall monitor the weather and be aware that paving that is rained upon is no longer compliant with specifications and must be removed and replaced at Contractor's expense. No topping of any kind will be allowed to serve as a riding surface. No concrete will be allowed to stay in place when:

- Water/cement ratio has been exceeded
- Curing compound has been placed on it and the subsequently finished
- Concrete has been covered with plastic for so long that normal finishing activities cannot provide the proper finish for the pavement surface

2. Protection of Pavement

- a. The Contractor shall erect and maintain the barricades required by plans and such other standard and approved devices as will exclude public traffic and traffic of his/her employees and agents from the newly placed pavement for the periods of time hereinafter prescribed. Portions of the roadway, or crossings of the roadbed required to be maintained open for use by traffic, shall not be obstructed by the above required barricades. Crossings of the pavement required by plans, or by construction sequence, during the period prior to opening to traffic as herein specified, shall be provided with an adequate and substantial bridge, approved by the City.
- b. It shall be the responsibility of the Contractor to protect concrete finish from any type of damage. Any concrete finish that has been damaged will be removed and replaced at the Contractor's expense.

3. Opening Pavement to Traffic

- a. The pavement shall be closed to all traffic, including vehicles of the Contractor, until the concrete is at least seven (7) days old but not before concrete has achieved seventy percent (70%) of design strength. This period of closure to all traffic may be extended if, in the opinion of the City, weather or other conditions make it advisable to provide an extension of the time of protection.
- b. At the end of the seven (7) day period and as long thereafter as determined by the City, 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 fourteen thousand (14,000) pounds. Such opening, however, shall in no manner relieve the Contractor from his/her responsibility for the work. On the sections of the pavement that will be opened to traffic, all joints shall first be sealed, the pavement cleaned and soil placed against the pavement edges. This seven (7) day policy shall also apply to other types of operations, such as sealing, backfill, etc., where traffic movements could affect results of the work performed.
- c. After the concrete in any section is fourteen (14) days old, or as long thereafter as determined by the City, such section of pavement may be opened to all traffic as required by plans or when all other required work, as directed by City, has been performed for safety purposes.
- d. When High Early Strength Concrete resulting from the use of Type III cement as required by plans or special provisions is used, the pavement may be opened to all traffic after the concrete is seven (7) days old, or as long thereafter as deemed necessary by the City, subject to the same provisions governing the opening after fourteen (14) days as above prescribed.
- e. Where the Contractor desires to move any equipment not licensed for operation on public highways, on or across any pavement opened to traffic, he shall protect the pavement from all damage.

4. Emergency Opening to Traffic

- a. The City may require the opening of pavement to traffic prior to the minimum time specified above under conditions of emergency which in his/her opinion require such action in the interest of the public. In no case, shall the City order the opening of the pavement to traffic within less than seventy-two (72) hours after the last concrete in the section is placed.
- b. The Contractor shall remove all obstructing materials, place soil against the pavement edges and perform other work involved in providing for the safety of traffic as required by the City in ordering emergency opening. Orders for emergency opening of the pavement to traffic will be issued by the City in writing.

K. PENALTY FOR DEFICIENT PAVEMENT THICKNESS:

1. Refer to The North Texas Council of Governments (NCTCOG) Specification 303.8.2.
2. No additional payment over the contract unit price will be made for any pavement of a thickness exceeding that required by the plans.

L. MEASUREMENT: When provided by plans and PROPOSAL, concrete pavement will be measured by the square yard of the surface area of completed and accepted work. The measurement shall include the portion of the pavement slab extending beneath the curb. When concrete pavement is to be measured by the square yard and monolithic curb is required, monolithic curb will be subsidiary to the item for reinforced concrete pavement.

M. PAYMENT:

1. 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 Reinforced Concrete pavement, or the adjusted unit price for pavement for deficient thickness as provided under "Penalty for 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 dowel support baskets required, and wire and devices for placing, holding and supporting the steel bars, dowel support baskets and joint filler material in proper position, for coating steel bars where required by plans, and for manipulations, labor, equipment, appliances, tools, traffic provisions and incidentals necessary to complete the work.
2. Excavation required by this item in the preparation of the subgrade and for the completion of the shoulders and slopes will be measured and paid for in accordance with the provisions governing the Items of "Unclassified Roadway Excavation."
3. 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 considered subsidiary work, as provided above.

**13-17 CONCRETE MEDIANS:**

A. All concrete for concrete medians and median noses shall have a minimum thickness of 12-inches. Reinforcement shall be No. 4 bars on 18-inches centers both ways or as shown on the plans. All Class "C" concrete shall have a minimum cement content of five and a

half (5.5) sacks per cubic yard and a minimum compressive strength at twenty-eight (28) days of thirty-six hundred (3,600) pounds per square inch. All concrete shall be vibrated. Measurement and payment is included in the Reinforced Concrete Pavment pay item.

(Rev. 9/2019)

- B. Redwood expansion joints shall be placed at the end of the monolithic nose radius and at every 40-feet. Curing shall be in accordance with Special Project Specification Section 13-18 "Membrane Curing." Curing and reinforcement shall be considered subsidiary to the various bid items.
- C. Refer to Section 13-16 for additional concrete specifications.

### **13-18 MEMBRANE CURING:**

#### **A. DESCRIPTION:**

This item shall consist of curing concrete pavement, curbs, gutters, sidewalks, driveways, medians, islands, concrete channel/slope, concrete structures, and other concrete as indicated on the plans by impervious membrane method.

#### **B. MATERIALS:**

1. The membrane curing compound shall comply with the "Standard Specification for Liquid Membrane-forming Compounds for Curing Concrete," ASTM Designation: C 309, Type 1 clear or translucent, or Type 2 white pigmented. The material shall have a minimum flash point of 80°F when tested by the "Pensky-Martin Closed Cup Method."
2. It shall be of such consistency that it can be satisfactorily applied as a fine mist through an atomizing nozzle by means of approved pressure spraying equipment at atmospheric temperatures above 40°F.
3. It shall be of such nature that it will not produce permanent discoloration of concrete surfaces nor react deleteriously with the concrete or its components. Type 1 compound shall contain a fugitive dye that will be distinctly visible not less than four (4) hours nor more than seven (7) days after application.
4. The compound shall produce a firm, continuous, uniform moisture impermeable film free from pinholes and shall adhere satisfactorily to the surfaces of damp concrete. It shall, when applied to the damp concrete surface, at the rate of coverage specified herein, dry to touch in not more than four (4) hours and shall adhere in a tenacious film without running off or appreciably sagging. It shall not disintegrate, check peel or crack during the required curing period.
5. The compound shall not peel or pick up under traffic and shall disappear from the surface of the concrete by gradual disintegration.
6. The compound shall be delivered to the job only in the manufacturer's original containers, which shall be clearly labeled with the manufacturer's name, the trade

name of the material, and a batch number or symbol with which test samples may be correlated.

7. The water retention test shall be in accordance with Test Method Tex-219-F. Percentage loss shall be defined as the water lost after the application of the curing material was applied. The permissible percentage moisture loss (at the rate of coverage specified herein) shall not exceed the following:

24 hours after application.....2 percent

72 hours after application.....4 percent

C. CONSTRUCTION METHODS:

1. The membrane curing compound shall be applied after the surface finishing has been completed, and immediately after the free surface moisture has disappeared. The surface shall be sealed with a single uniform coating of the specified type of curing compound applied at the rate of coverage recommended by the manufacturer and directed by the City, but not less than one (1) gallon per one hundred eighty (180) square feet of area. The Contractor shall provide satisfactory means and facilities to properly control and check the rate of applications of the compound.
2. The compound shall be thoroughly agitated during its use and shall be applied by means of approved power pressure sprayers. The sprayers shall be equipped with satisfactory atomizing nozzles. Only on small miscellaneous items will the Contractor be permitted to use hand-powered spray equipment.
3. The compounds shall not be applied to a dry surface and if the surface of the concrete has become dry, it shall be thoroughly moistened prior to application of membrane by fogging or mist application. Sprinkling or coarse spraying will not be allowed.
4. At locations where the coating shows discontinuities, pinholes, or other defects; or if rain falls on the newly-coated surface before the film has dried sufficiently to resist damage, an additional coat of the compound shall be applied immediately at the same rate of coverage specified herein.
5. To ensure proper coverage, the City shall inspect all treated areas after application of the compound for the period of time designated in the governing specification for curing, either for membrane curing or for other methods. Dry areas are identifiable because of the lighter color or dry concrete as compared to damp concrete. All suspected areas shall be tested by placing a few drops of water on the suspected areas. If the water stands in rounded beads or small pools which can be blown along the surface of the concrete without wetting the surface, the water-impervious film is present. If the water wets the surface of the concrete as determined by obvious darkening of the surface, or by visible soaking into the surface, no water-impervious film is present. Should the foregoing test indicate that any area during the curing period is not protected by the required water-impervious film, an additional coat or coats of compound shall be applied immediately, and the rate of application of the

membrane compound shall be increased until all areas are uniformly covered by the required water-impervious film.

6. When temperatures warrant protection against freezing, curing by this method shall be supplemented with an approved insulating material capable of protecting the concrete for the specified curing period.
7. If at any time there is reason to believe that this method of curing is unsatisfactory or is detrimental to the work, the Contractor shall immediately cease the use of this method and shall change to curing by one of the other methods specified under this contract.

D. **MEASUREMENT AND PAYMENT:**

Work and materials prescribed herein will not be paid for directly but shall be included in the unit price bid for the items of construction in which these materials are used.

**13-19 ASPHALTIC PRIME COAT:** A prime coat shall be used on the stabilized base material immediately after the base material has been compacted to specified density and cut to grade. The prime coat shall be a liquid asphalt complying with the specification of the Asphalt Institute for type MS-2 Emulsified Asphalt. The prime coat shall be applied to the surface of the base at a rate of 0.20 to 0.40 gallons per square yard of surface and allowed to penetrate as far as possible. The cost of furnishing and installing the asphalt prime coat shall be considered subsidiary to the unit prices bid for subgrade.

**13-20 TACK COAT:** The unit bid prices for coarse graded base course and fine graded surface course shall include the application of a tack coat to each layer of asphaltic concrete before the next layer is applied and a tack coat shall also be applied to any exposed concrete edges that shall abuts any hot mix asphaltic concrete. The tack coat shall be a liquid asphalt complying with the specifications of the Asphalt Institute for SS-1h, MS-2 Emulsified Asphalt. The tack coat shall be applied to each layer at a rate not to exceed 0.05 gallons per square yard of surface.

**13-21 NON-TRACKING TACK COAT:** The unit bid prices for coarse graded base course and fine graded surface course shall include the application of a non-tracking tack coat to each layer of asphaltic concrete before the next layer is applied and a non-tracking tack coat shall also be applied to any exposed concrete edges that shall abuts any hot mix asphaltic concrete. The non-tracking tack coat shall be applied to each layer at a rate not to exceed 0.05 gallons per square yard of surface.

**Non-Tracking Tack Coat Emulsion**

Property	Test Procedure	Quick Setting	
		QS-1HH	
		Min	Max
Viscosity, Saybolt Furol, 77° F,sec	T 72	15	--
Storage stability, 1 Day, %	T 59	--	1
Settlement, 5-day, %	T 59	2	5
Sieve test, %	T 59	--	0.30
Distillation test: <sup>1</sup>	T 59		

**Non-Tracking Tack Coat Emulsion**

Property	Test Procedure	Quick Setting	
		QS-1HH	
		Min	Max
Residue by distillation, % by wt. Oil distillate, by volume of emulsion		50 --	-- 1.0
Test on residue from distillation:			
Penetration, 77°F, 100 g, 5 sec.	T 49	--	20
Solubility in trichloroethylene, %	T 44	97.5	--
Softening point, °F	T 53	150	
Dynamic shear, G*/sin(δ), 82°C, 10 rad/s, kPa	T 315	1.0	--

1. Exception to AASHTO T-59: Bring the temperature on the lower thermometer slowly to 350°F +/- 10°F. Maintain at this temperature for 20 min. Complete total distillation in 60 +/- 5 min. from first application of heat.

**13-22 HOT MIX ASPHALTIC CONCRETE:**

A. PLACEMENT:

HMAC cannot be laid until ambient temperature reaches forty (40) degrees with a projected high of fifty (50) degrees (minimum). Operations shall cease when temperature falls below fifty (50) degrees.

B. PAVING MIXTURES:

1. Mixture Design

Mixture shall be in accordance with TxDOT Standard Specification, Item 340.

2. Stability and Density

The mixture shall be designed to produce an acceptable mixture within tolerance, at or near optimum density. The mixture molded in the laboratory in accordance with TXDOT Test Method Tex-206-F and the bulk specific gravity of the laboratory compacted mixture determined in accordance with TXDOT Test Method Tex-207-F should have the following percent of maximum theoretical density as measured by TXDOT Test Method Tex-227-F and stability conforming to TXDOT Test Method Tex-208-F:

Optimum Density Range  
95 to 97 Percent

Stability, Percent  
Not Less than 42

3. Sampling and Testing for Field Control

Extraction tests for bitumen content and aggregate gradation shall be made for each five hundred (500) tons produced or fraction thereof. Extraction tests shall conform to TXDOT Test Method Tex-210-F. Tests for stability of the asphalt mixture shall conform to TXDOT Test Method Tex-208-F. The mixture shall not vary from the grading proportions of the aggregate and the asphalt content by more than the respective tolerances and shall be within the limits specified for master grading.



4. Recycled Asphalt Pavement (RAP)  
All RAP Material must meet TxDOT item number 340. Do not exceed fifteen percent (15%) RAP by weight in Type “B” mixtures; or five percent (5%) RAP by weight in Type “D” mixtures.
5. Recycled Asphalt Shingles (RAS): No RAS will be allowed in any mixtures.

C. IN-PLACE COMPACTION CONTROL:

1. In-place compaction control is required for all mixtures.
  - a. Asphaltic concrete should be laid and compacted to contain no more than eight percent (8%) nor less than three percent (3%) air voids unless otherwise indicated. The percent air voids will be calculated using the maximum theoretical specific gravity of the mixture determined according to TXDOT Test Method Tex-227-F. Roadway specimen, which shall either be cores or sections of asphalt pavement, will be tested according to TXDOT Test Method Tex-207-F. The same specimen shall be used for determining both the maximum theoretical density and field density. Specimens used for field density determinations shall be carefully crumbled, using heat, if necessary, and the maximum theoretical density determined as specified. If heating is necessary, the specimen shall be heated to the lowest temperature required for proper preparation of the sample. The use of nuclear field density determinations shall not be accepted as the basis for acceptance with respect to density. However, an approved nuclear gauge may be used to establish a rolling pattern.
  - b. The Contractor shall be responsible for assuring that the compaction of the asphaltic concrete being laid will attain between three (3) and eight (8) percent air voids. The Contractor's responsibility for the required compaction includes the selection of rolling equipment and the selection of rolling patterns to achieve the required compaction within the guidelines provided herein. The above selections of equipment and procedures must provide the required qualities of profile, smooth riding surface, and consistent workmanship in appearance.
2. Initial testing will be the responsibility of the City. Any retest will be the responsibility of the Contractor. Additional information is provided in Section 11-20 Quality Assurance/Quality Control (QA/QC).

D. ASPHALT TRANSITIONS:

Transitional asphalt shall have a minimum thickness of 4-inches Type “B” HMAC and 2-inches Type “D” HMAC or shall match existing pavement thickness, whichever is greater. Transition width shall be a minimum 2-feet for temporary and a minimum of 4-feet for permanent with 8-inches CTB. Unless a separate item is included in the PROPOSAL, asphalt transition shall be subsidiary.

**13-23 PAVING FABRIC (PETRO-MAT):** Paving fabric shall be Skaps GC140, Petro-mat 4598, or approved equal. Contractor shall follow manufacturer’s installation procedure. Petromat

cannot be installed until ambient temperature is forty (40) degrees and rising. Item shall include cost of fabric, tack coat materials, and labor necessary to install the paving fabric.

**13-24 STEEL GUARD RAIL:** For this project, the steel guard rail shall be "Galvanized Steel Beam Guard Fence" conforming to the details shown on the plans and to the requirements of Item 560, "Metal Beam Guard Fence," of the latest TxDOT Standard Specifications.

**13-25 GPS MONUMENT:**

- A. Contractor shall Furnish and Install two (2) Berntsen Top Security Rod Monuments with logo # 200016 or two (2) Berntsen C35D - 3 1/2" Aluminum concrete markers with E logo #E432 or any combination of both (at the City Surveyor's discretion) complete and in place. Location of said Monuments/Markers shall be marked by the City Surveyor. Contractor shall notify the City Surveyor two (2) weeks before planned installation date.
- B. Contractor shall have a Registered Professional Land Surveyor survey the Berntsen Monuments/Markers, publish and certify GPS data sheets that meet and/or exceed Second Order Specifications using the Global Positioning System (GPS). Data Sheet horizontal coordinates shall be NAD 83 (2007 Adjustment) or be based on the latest adjustment of the City's GPS Monument Manual (located on Public Works' web page). Please specify which adjusted datum is used for the project. Data Sheet vertical datum for the Berntsen Monuments/Markers shall be based on NAVD88 derived from calculating by applying vertical shifts derived from Geoid model 2012A or Geoid model 2003 or Geoid model 2009 to ellipsoid heights calculated from GPS/GNSS observations referenced to the North American Datum of 1983 (2007) or later datum or meet and/or exceed Third Order Specifications using conventional leveling methods.
- C. Contractor shall notify City Surveyor beforehand of exact date of installation of Berntsen Monuments/Markers so City Surveyor can inspect procedures of the installation of Berntsen Monuments/Markers.

**13-26 TEMPORARY BATCH PLANT:**

- A. If the Contractor chooses to construct a temporary batch plant, the following conditions (at a minimum) must be satisfied prior to approval from the City.
  - a. Batch plant must be permitted by the City. A copy of Notice of Intent (NOI) and approved Storm Water Pollution Prevention Plan must be on the premises.
  - b. Location map must be provided indicating routes for raw material delivery.
  - c. Location map must be provided indicating that the nearest recreational area, school, or residence is located at least 300-feet away.
  - d. Letter of Permission must be provided by the City of the property (on which the batch plant is to be constructed) requiring that the Contractor leaves the site in as good or better condition.
  - e. The start and stop dates for operation of the plant must be provided.

f. It must be stated that the batch plant will be used to provide concrete for no other project(s) without written approval from the City.

B. No additional pay will be made for the temporary batch plant.

END OF SECTION