

DEPARTMENT OF THE ARMY  
Omaha District, Corps of Engineers  
106 South 15th Street  
Omaha, Nebraska 68102-1618

:NOTICE: Failure to acknowledge : Solicitation No. DACA45 03 B 0002  
:all amendments may cause rejec- :  
:tion of the bid. See FAR : Date of Issue: 08 JUL 2003  
:52.214-3 of Section 00100 : Date of Opening: 12 AUG 2003

Amendment No. 0003  
08 August 2003

SUBJECT: Amendment No. 0003 to Specifications and Drawings for Construction of  
CONVENTIONAL AIR LAUNCH CRUISE MISSILE (CALCM) BEDDOWN, PDC NO.  
QJVF 042002P1, MINOT AFB, NORTH DAKOTA.  
Solicitation No. DACA45 03 B 0002.

TO: Prospective Bidders and Others Concerned

1. The specifications and drawings for subject project are hereby modified as follows (revise all specification indices, attachment lists, and drawing indices accordingly).

b. Specifications. (Descriptive Changes.)

- (1) SECTION 02564, page 6, Delete contents of paragraph 1.8.3 and substitute "Not Used". Delete paragraphs 1.8.3.1, and 1.8.3.2. in their entirety.
- (2) SECTION 02564, page 7, Delete title of paragraph 1.8.4 and substitute "Aggregate Base Course".

b. Specifications (New and/or Revised and Reissued). Delete and substitute or add specification pages as noted below. The substituted pages are revised and reissued with this amendment.

Pages Deleted  
ENTIRE SECTION 02620A  
SUBDRAINAGE SYSTEM

ENTIRE SECTION 02753A CONCRETE PAVEMENT  
FOR AIRFIELDS AND OTHER  
HEAVY-DUTY PAVEMENTS

Pages Substituted or Added

SECTION 02754A CONCRETE PAVEMENT

b. Drawings (Not Reissued). The following drawing sheets are revised as indicated below with by this amendment. These drawings are not reissued with this amendment.

- (1) **Sheets C5.01 through C5.06** - At all Grading Sections, add a note near the bottom center of each section: "NOTE: SEE IGLOO AND RETAINING WALL OVEREXCAVATION DETAIL ON SHEET S9.00 FOR REQUIRED MINIMUM HORIZONTAL AND VERTICAL LIMITS OF SELECT FILL."
- (2) **Sheet C5.01, SECTION 2** - Delete the note "NON-EXPANSIVE FILL" and

all line work and dimensions indicating limits of non-expansive fill.

(3) **Sheet C5.03, SECTION 7** - Delete the note "NON-EXPANSIVE FILL" and all line work and dimensions indicating limits of non-expansive fill.

(4) **Sheet C5.05, SECTION 12** - Delete the note "NON-EXPANSIVE FILL" and all line work and dimensions indicating limits of non-expansive fill.

(5) **Sheet E7.01** - Revise as follows:

a. 400 HERTZ RECEPTACLE DETAIL. Drawing coordinate A5, Delete the wiring schematic.

b. 400 HERTZ RECEPTACLE DETAIL. Delete the leadered note "NEMA 5 COMBINATION UNIT AS REQUIRED." And substitute "400 AMP, 480 VOLT, 3 POLE NON-FUSED DISCONNECT SWITCH IN NEMA 3R ENCLOSURE TO BE MODIFIED AS SHOWN TO ACCEPT RECEPTACLE."

2. This amendment is a part of the bidding papers and its receipt shall be acknowledged on the Standard Form 1442. All other conditions and requirements of the specifications remain unchanged. If the bids have been mailed prior to receiving this amendment, you will notify the office where bids are opened, in the specified manner, immediately of its receipt and of any changes in your bid occasioned thereby.

a. Hand-Carried Bids shall be delivered to the U.S. Army Corps of Engineers, Omaha District, Contracting Division (Room 301), 106 South 15th Street, Omaha, Nebraska 68102-1618.

b. Mailed Bids shall be addressed as noted in Item 8 on Page 00010-1 of Standard Form 1442.

**3. Bids will be received until 2:00 p.m., local time at place of bid opening, 12 AUG 2003.**

Attachments:

Section in 1.b. above

U.S. Army Engineer District, Omaha  
Corps of Engineers  
106 South 15th Street  
Omaha, Nebraska 68102-1618

08 AUGUST 2003  
mrp/4413

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## SECTION 02754A

CONCRETE PAVEMENT  
07/01

## PART 1 GENERAL

## 1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to in the text by basic designation only.

## ACI INTERNATIONAL (ACI)

- |           |   |
|-----------|---|
| ACI 211.1 | (1991) Standard Practice for Selecting Proportions for Normal, Heavyweight, and Mass Concrete |
| ACI 301   | (1999) Standard Specifications for Structural Concrete  |
| ACI 305R  | (1999) Hot Weather Concreting   |

## ASTM INTERNATIONAL (ASTM)

- |                   |   |
|-------------------|---|
| ASTM A 615/A 615M | (2001b) Deformed and Plain Billet-Steel Bars for Concrete Reinforcement |
| ASTM A 497        | (2001) Steel Welded Wire Reinforcement, Deformed, for Concrete          |
| ASTM C 31/C 31M   | (2000e1) Making and Curing Concrete Test Specimens in the Field         |
| ASTM C 33         | (2002a) Concrete Aggregates   |
| ASTM C 39/C 39M   | (2001) Compressive Strength of Cylindrical Concrete Specimens           |
| ASTM C 94/C 94M   | (2000e2) Ready-Mixed Concrete   |
| ASTM C 123        | (1998) Lightweight Particles in Aggregate                               |
| ASTM C 143/C 143M | (2000) Slump of Hydraulic Cement Concrete                               |
| ASTM C 150        | (2002a) Portland Cement   |
| ASTM C 192/C 192M | (2002) Making and Curing Concrete Test Specimens in the Laboratory      |
| ASTM C 231        | (1997e1) Air Content of Freshly Mixed Concrete by the Pressure Method   |
| ASTM C 260        | (2001) Air-Entraining Admixtures for                                    |

	Concrete
ASTM C 494/C 494M	(1999ae1) Chemical Admixtures for Concrete
ASTM C 595	(2000a) Blended Hydraulic Cements
ASTM C 618	(2001) Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use as a Mineral Admixture in Concrete
ASTM C 666	(1997) Resistance of Concrete to Rapid Freezing and Thawing
ASTM C 881	(1999) Epoxy-Resin-Base Bonding Systems for Concrete
ASTM C 1077	(2002) Laboratories Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Laboratory Evaluation
ASTM D 1751	(1999) Preformed Expansion Joint Filler for Concrete Paving and Structural Construction (Nonextruding and Resilient Bituminous Types)
ASTM D 1752	(1984; R 1996e1) Preformed Sponge Rubber and Cork Expansion Joint Fillers for Concrete Paving and Structural Construction
U.S. ARMY CORPS OF ENGINEERS (USACE)	
COE CRD-C 130	(1989) Scratch Hardness of Coarse Aggregate Particles
COE CRD-C 300	(1990) Specifications for Membrane-Forming Compounds for Curing Concrete

NATIONAL READY-MIXED CONCRETE ASSOCIATION (NRMCA)

NRMCA CPMB 100	(1996) Concrete Plant Standards
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## 1.2 ACCEPTABILITY OF WORK

The pavement will be accepted on the basis of tests made by the Government and by the Contractor or its suppliers, as specified herein. The Government may, at its discretion, make check tests to validate the results of the Contractor's testing. Concrete samples shall be taken by the Contractor at the placement to determine the slump, air content, and strength of the concrete. Test cylinders shall be made for determining conformance with the strength requirements of these specifications and, when required, for determining the time at which pavements may be placed into service. All air content measurements shall be determined in accordance with ASTM C 231. All slump tests shall be made in accordance with ASTM C 143/C 143M. All test cylinders shall be 6 by 12 inch cylinders and shall be fabricated in accordance with ASTM C 192/C 192M,

using only steel molds, cured in accordance with ASTM C 31/C 31M, and tested in accordance with ASTM C 39/C 39M. A strength test shall be the average of the strengths of two cylinders made from the same sample of concrete and tested at 28 days. The Contractor shall furnish all materials, labor, and facilities required for molding, curing, testing, and protecting test specimens at the site and in the laboratory.

1.2.1 Evaluation Sampling

Sampling, testing, and mixture proportioning shall be performed by a commercial Testing Laboratory, conforming with ASTM C 1077. The individuals who sample and test concrete and concrete constituents shall be certified as American Concrete Institute (ACI) Concrete Field Testing Technicians, Grade I. The individuals who perform the inspection of concrete shall be certified as ACI Concrete Construction Inspector, Level II. All mix design, weekly quality control reports, smoothness reports, and project certification reports shall be signed by a Registered Engineer.

1.2.2 Surface Testing

Surface testing for surface smoothness , edge slump and plan grade shall be performed as indicated below by the Testing Laboratory. The measurements shall be properly referenced in accordance with paving lane identification and stationing, and a report given to the Government within 24 hours after measurement is made. A final report of surface testing, signed by a Registered Engineer, containing all surface measurements and a description of all actions taken to correct deficiencies, shall be provided to the Government upon conclusion of surface testing.

1.2.2.1 Surface Smoothness Requirements

The finished surfaces of the pavements shall have no abrupt change of 1/8 inch or more, and all pavements shall be within the tolerances specified in Table 1 when checked with the straightedge.

TABLE 1  
STRAIGHTEDGE SURFACE SMOOTHNESS--PAVEMENTS

Pavement Category	Direction of Testing	Tolerances inches
-----	-----	-----
Hardstands, Parking Areas, Open Storage Areas	Longitudinal	1/4
	Transverse	1/4

1.2.2.2 Surface Smoothness Testing Method

The surface of the pavement shall be tested with the straightedge to identify all surface irregularities exceeding the tolerances specified above. The entire area of the pavement shall be tested in both a longitudinal and a transverse direction on parallel lines approximately 15 feet apart. The straightedge shall be held in contact with the surface and moved ahead one-half the length of the straightedge for each successive measurement. The amount of surface irregularity shall be determined by placing the straightedge on the pavement surface and allowing it to rest upon the two highest spots covered by its length and measuring the maximum gap between the straightedge and the pavement surface, in the area between

these two high points.

### 1.2.3 Edge Slump Testing and Conformance

When slipform paving is used, not more than 15 percent of the total free edge of the slipformed portion of the pavement, shall have an edge slump exceeding 1/4 inch and no slab shall have an edge slump exceeding 3/8 inch. Edge slump shall be determined as above for surface smoothness, at each free edge of each slipformed paving lane constructed. Measurements shall be made at 5 to 15 foot spacings, and as directed. When edge slump exceeding the limits specified above is encountered on either side of the paving lane, additional straightedge measurements shall be made, if required, to define the linear limits of the excessive slump. The concrete for the entire width of the paving lane within these limits of excessive edge slump shall be removed and replaced. Adding concrete or paste to the edge or otherwise manipulating the plastic concrete after the sliding form has passed, or patching the hardened concrete, shall not be used as a method for correcting excessive edge slump.

### 1.2.4 Plan Grade Testing and Conformance

The finished surface of the pavements shall conform, within the tolerances shown in Table 1, to the lines, grades, and cross sections shown. The finished surface of new abutting pavements shall coincide at their juncture. The finished surface of airfield runway, taxiway, and apron pavements shall vary not more than 0.04 foot above or below the plan grade line or elevation indicated. The surfaces of other pavements shall vary not more than 0.06 foot above or below the plan grade line or elevation indicated. Each pavement category shall be checked by the Contractor for conformance with plan grade requirements by running lines of levels at intervals to determine the elevation at each joint intersection.

## 1.3 PRECONSTRUCTION TESTING OF MATERIALS

The Contractor shall not be entitled to any additional payment or extension of time because of delays caused by sampling and testing additional sources, or samples, necessitated by failure of any samples. Aggregates shall be sampled and tested by the Test Laboratory and shall be representative of the materials to be used for the project. Test results, signed by a Registered Engineer, shall be submitted 15 days before commencing paving. No aggregate shall be used unless test results show that it meets all requirements of these specifications, including compliance with ASTM C 33 and deleterious materials limitations.

## 1.4 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

### SD-03 Product Data

Equipment; G-AO

Manufacturer's literature on the concrete plant; mixing equipment; hauling equipment; placing and finishing, and curing equipment; at least 7 days prior to start of paving.

### Paving; G-AO

Paving Schedules at least 7 days prior to start of paving.

### Mixture Proportions; G-DO

The report of the Contractor's mixture proportioning studies showing the proportions of all ingredients and supporting information on aggregate and other materials that will be used in the manufacture of concrete, at least 14 days prior to commencing concrete placing operations.

## 1.5 EQUIPMENT

### 1.5.1 Batching and Mixing

The batching plant shall conform to NRMCA CPMB 100, the equipment requirements in ASTM C 94/C 94M, and as specified. Water shall not be weighed or measured cumulatively with another ingredient. All concrete materials batching shall meet ASTM C 94/C 94M requirements. Mixers shall be stationary mixers. Truck mixers shall not be used for mixing paving concrete. Batching, mixers, mixing time, permitted reduction of mixing time, and concrete uniformity shall meet the requirements of ASTM C 94/C 94M, and shall be documented in the initial weekly QC Report.

### 1.5.2 Transporting Equipment

Transporting equipment shall be in conformance with ASTM C 94/C 94M and as specified herein. Concrete shall be transported to the paving site in rear-dump trucks or in agitators. Bottom-dump trucks shall not be used for delivery of concrete.

### 1.5.3 Delivery Equipment

When concrete transport equipment cannot operate on the paving lane, side-delivery transport equipment consisting of self-propelled moving conveyors shall be used to deliver concrete from the transport equipment and discharge it in front of the paver. Front-end loaders, dozers, or similar equipment shall not be used to distribute the concrete.

### 1.5.4 Paver-Finisher

The paver-finisher shall be a heavy-duty, self-propelled machine designed specifically for paving and finishing high quality pavement. The paver-finisher shall spread, consolidate, and shape the plastic concrete to the desired cross section in one pass. The paver-finisher shall be equipped with a full width "knock-down" auger, capable of operating in both directions, which will evenly spread the fresh concrete in front of the screed or extrusion plate. Immersion vibrators shall be gang mounted at the front of the paver on a frame equipped with suitable controls so that all vibrators can be operated at any desired depth within the slab or completely withdrawn from the concrete. The vibrators shall be automatically controlled so that they will be immediately stopped as forward motion of the paver ceases. The spacing of the immersion vibrators across the paving lane shall be as necessary to properly consolidate the concrete, but the clear distance between vibrators shall not exceed 30 inches, and the outside vibrators shall not exceed 12 inches from the edge of the lane. The paver-finisher shall be equipped with a transversely

oscillating screed or an extrusion plate to shape, compact, and smooth the surface.

#### 1.5.4.1 Paver-Finisher with Fixed Forms

The paver-finisher shall be equipped with wheels designed to ride the forms, keep it aligned with the forms, and to spread the preventing deformation of the forms.

#### 1.5.4.2 Slipform Paver-Finisher

The slipform paver-finisher shall be automatically controlled and crawler mounted with padded tracks. Horizontal alignment shall be electronically referenced to a taut wire guideline. Vertical alignment shall be electronically referenced on both sides of the paver to a taut wire guideline, to an approved laser control system, or to a ski operating on a completed lane. Control from a slope-adjustment control or control operating from the underlying material shall not be used.

#### 1.5.5 Curing Equipment

Equipment for curing is specified in paragraph CURING.

#### 1.5.6 Texturing Equipment

Texturing equipment shall be as specified below.

##### 1.5.6.1 Fabric Drag

A fabric drag shall consist of a piece of fabric material as wide as the lane width securely attached to a separate wheel mounted frame spanning the paving lane or to one of the other similar pieces of equipment. The material shall be wide enough to provide 12 to 18 inches dragging flat on the pavement surface. The fabric material shall be clean, reasonably new burlap, kept clean and saturated during use.

#### 1.5.7 Sawing Equipment

Equipment for sawing joints and for other similar sawing of concrete shall be standard diamond-tip-bladed concrete saws mounted on a wheeled chassis.

#### 1.5.8 Straightedge

The Contractor shall furnish and maintain at the job site one 12 foot straightedge for testing concrete surface smoothness. The straightedge shall be constructed of aluminum or magnesium alloy and shall have blades of box or box-girder cross section with flat bottom, adequately reinforced to insure rigidity and accuracy. Straightedges shall have handles for operation on the pavement.

## PART 2 PRODUCTS

### 2.1 CEMENTITIOUS MATERIALS

Cementitious materials shall be portland cement, portland-pozzolan cement, or portland cement in combination with pozzolan and shall conform to appropriate specifications listed below.

#### 2.1.1 Portland Cement

Portland cement shall conform to ASTM C 150 Type II, low-alkali.

### 2.1.2 Blended Cements

Blended cement shall conform to ASTM C 595 Type IP.

### 2.1.3 Pozzolan (Fly Ash)

Fly ash shall conform to ASTM C 618 Class F, including all the supplementary optional physical requirements. Fly ash shall conform to EPA requirements in accordance with Section 01670 RECYCLED / RECOVERED MATERIALS.

## 2.2 AGGREGATES

Aggregates shall consist of clean, hard, uncoated particles meeting the requirements of ASTM C 33, including deleterious materials, abrasion loss and soundness requirements of ASTM C 33, and other requirements specified herein. Aggregate not having a satisfactory demonstrable service record shall have a durability factor of 50 or more when subjected to freezing and thawing in concrete in accordance with ASTM C 666.

In addition to the grading requirements specified for coarse aggregate and for fine aggregate, the combined aggregate grading shall meet the following requirements.

- a. If necessary, a blending aggregate shall be used to meet the required combined grading. This blending aggregate shall be batched separately. The combined grading of all aggregates used, in the proportions selected, shall be computed on the basis of cumulative percent retained on each sieve specified for fine and coarse aggregate.
- b. The materials selected and the proportions used shall be such that when the Coarseness Factor (CF) and the Workability Factor (W) are plotted on a diagram as described in d. below, the point thus determined shall fall within the parallelogram described therein.
- c. The Coarseness Factor (CF) shall be determined from the the following equation:

$$CF = (\text{cumulative percent retained on the } 3/8 \text{ in. sieve})(100)/(\text{cumulative percent retained on the No. 8 sieve})$$

The Workability Factor (W) is defined as the cumulative percent passing the No. 8 sieve. However, W shall be adjusted, upwards only, by 2.5 percentage points for each 94 pounds of cementitious material per cubic yard greater than 564 pounds per cubic yard.

- d. A diagram shall be plotted using a rectangular scale with W on the Y-axis with units from 20 (bottom) to 45 (top), and with CF on the X-axis with units from 80 (left side) to 30 (right side). On this diagram a parallelogram shall be plotted with corners at the following coordinates (CF-75, W-28), (CF-75, W-40), (CF-45, W-32.5), and (CF-45, W-41). If the point determined by the intersection of the computed CF and W does not fall within the above parallelogram, the grading of each size of aggregate used and the proportions selected shall be changed as necessary.

- e. In addition, the individual percent retained on each sieve shall be plotted for the combined aggregate grading, on either rectangular or semi-log graph paper. The graph shall show a relative smooth transition between coarse and fine aggregate and shall have no major valleys or peaks in the area smaller than the No. 8 sieve. If this plot does not meet the above criteria, the grading of each size aggregate used and the proportions selected shall be changed as necessary.

#### 2.2.1 Coarse Aggregate

Coarse aggregate shall consist of crushed gravel, crushed stone, or a combination thereof. The nominal maximum size of the coarse aggregate shall be 1-1/2 inches. When the nominal maximum size is greater than 1 inch, the aggregates shall be furnished in two ASTM C 33 size groups, No. 67 and No. 4. The amount of deleterious material in each size of coarse aggregate shall not exceed the limits shown in ASTM C 33 Class 1N, 4M or 4S, depending on the weathering region, and the following limits:

- a. Lightweight particles 1.0 max. percent by mass (ASTM C 123).
- b. Other soft particles 2.0 max. percent by mass (COE CRD-C 130).
- c. Total of all deleterious 5.0 max. percent by mass (substances listed in ASTM C 33 and above, exclusive of material finer than No. 200 sieve).
- d. The separation medium for lightweight particles shall have a density of Sp. Gr. of 2.0.

#### 2.2.2 Fine Aggregate

Fine aggregate shall consist of natural sand, manufactured sand, or a combination of the two, and shall be composed of clean, hard, durable particles. All fine aggregate shall be composed of clean, hard, durable particles meeting the requirements of ASTM C 33 and the requirements herein. The amount of deleterious material in the fine aggregate shall not exceed the limits in ASTM C 33 and shall not exceed the following limits:

- a. Lightweight particles (ASTM C 123) 1.0 percent max. by mass using a medium with a density of Sp. Gr. of 2.0.
- b. The total of all deleterious material types, listed in ASTM C 33 and above, shall not exceed 3.0 percent of the mass of the fine aggregate.

#### 2.3 CHEMICAL ADMIXTURES

Air-entraining admixture shall conform to ASTM C 260. An accelerator shall be used only when specified in paragraph SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES and shall not be used to reduce the amount of cementitious material used. Accelerator shall conform to ASTM C 494/C 494M Type C. Calcium chloride and admixtures containing calcium chloride shall not be used. A water-reducing or retarding admixture shall meet the requirements of ASTM C 494/C 494M. Type G or H admixtures are not allowed.

#### 2.4 CURING MATERIALS

Membrane forming curing compound shall be a white pigmented compound conforming to COE CRD-C 300. Burlap shall be new or shall be clean material never used for anything other than curing concrete.

## 2.5 WATER

Water for mixing and curing shall be clean, potable, and free of injurious amounts of oil, acid, salt, or alkali.

## 2.6 JOINT MATERIALS

### 2.6.1 Expansion Joint Material

Expansion joint filler shall be a preformed material conforming to ASTM D 1751 or ASTM D 1752 Type I or II. Expansion joint filler shall be 3/4 inch thick.

### 2.6.2 Slip Joint Material

Slip joint material shall be 1/4 inch thick expansion joint filler conforming to ASTM D 1751 or ASTM D 1752.

## 2.7 REINFORCING

### 2.7.1 General

Reinforcement shall be free from loose, flaky rust, loose scale, oil, grease, mud, or other coatings that might reduce the bond with concrete.

### 2.7.2 Deformed Wire Fabric

Welded deformed steel wire fabric shall conform to ASTM A 497.

## 2.8 DOWELS AND TIE BARS

### 2.8.1 Dowels

Dowels shall be single piece, plain (non-deformed) steel bars conforming to ASTM A 615/A 615M Grade 60 or higher. Dowels shall be free of loose, flaky rust and loose scale and shall be clean and straight.

### 2.8.2 Tie Bars

Tie bars shall be deformed steel bars conforming to ASTM A 615/A 615M Grade 60. Grade 60 or higher shall not be used for bars that are bent and straightened during construction.

## 2.9 EPOXY RESIN

All epoxy-resin materials shall be two-component materials conforming to ASTM C 881, Class as appropriate for each application temperature to be encountered; except, that in addition, the materials shall meet the following requirements:

- a. Material for use for embedding dowels and anchor bolts shall be Type IV, Grade 3.
- b. Material for use as patching for complete filling of spalls, wide cracks, and other voids and for use in preparing epoxy resin

mortar shall be Type III, Grade as approved.

- c. Material for injecting cracks shall be Type IV, Grade 1.
- d. Material for bonding freshly mixed portland cement concrete, mortar, or freshly mixed epoxy resin concrete to hardened concrete shall be Type V, Grade as approved.

## 2.10 SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES

Specified compressive strength, f'c, for concrete is 4000 psi at 28 days. Maximum allowable water-cementitious material ratio is 0.45. The water-cementitious material ratio is based on absolute volume equivalency, where the ratio is determined using the weight of cement for a cement only mix, or using the total volume of cement plus pozzolan converted to an equivalent weight of cement by the absolute volume equivalency method described in ACI 211.1. The concrete shall be air-entrained with a total air content of 4 plus or minus 1 percent. The maximum allowable slump of the concrete shall be 3 inches for pavement constructed with fixed forms. For slipformed pavement, the maximum allowable slump shall be 1-1/4 inches.

The strength of the concrete will be considered satisfactory so long as the average of all sets of three consecutive test results equals or exceeds the specified compressive strength f'c and no individual test result falls below the specified strength f'c by more than 500 psi. Additional analysis or testing, including taking cores and/or load tests may be required at the Contractor's expense when the strength of the concrete in the structure is considered potentially deficient.

## 2.11 MIXTURE PROPORTIONS

### 2.11.1 Composition Concrete

Composition concrete shall be composed of cementitious material, water, fine and coarse aggregates, and admixtures. Fly ash, if used, shall be used only at a rate between 15 and 35 percent by mass of the total cementitious material and conform to EPA requirements in accordance with Section 01670 RECYCLED / RECOVERED MATERIALS. Admixtures shall consist of air entraining admixture and may also include retarder or water-reducing admixture. High range water-reducing admixtures and admixtures to produce flowable concrete shall not be used. No substitutions shall be made in the materials used in the mixture proportions without additional tests to show that the quality of the concrete is satisfactory.

### 2.11.2 Concrete Mixture Proportioning Studies

Trial design batches, mixture proportioning studies, and testing shall be the responsibility of the Contractor, and shall be performed by the Test Laboratory and signed by a Registered Engineer. No concrete pavement shall be placed until the Contracting Officer has approved the Contractor's mixture proportions. All materials used in mixture proportioning studies shall be representative of those proposed for use on the project. If there is a change in materials, additional mixture design studies shall be made using the new materials. Trial mixtures having proportions, slumps, and air content suitable for the work shall be based on methodology described in ACI 211.1. At least three different water-cementitious ratios, which will produce a range of strength encompassing that required on the project, shall be used. Laboratory trial mixtures shall be proportioned for maximum permitted slump and air content. Maximum sand content shall be 40 percent of the total aggregate SSD weight. Aggregate quantities shall be based on

the mass in a saturated surface dry condition.

### 2.11.3 Mixture Proportioning Procedure

The Contractor shall perform the following:

- a. Fabricate, cure and test 6 test cylinders per age for each mixture at 7 and 28 days.
- b. Using the average strength for each  $w/(c+p)$ , plot the results from each of the three mixtures on separate graphs for  $w/(c+p)$  versus 28-day strength.
- c. From the graphs select a  $w/(c+p)$  which will produce a mixture giving a 28-day strength equal to the required strength determined in accordance with the following paragraph.

### 2.11.4 Average Strength Required for Mixtures

In order to ensure meeting, during production, the strength requirements specified, the mixture proportions selected shall produce a required average strength,  $f'_{cr}$ , exceeding the specified strength,  $f'_c$ , in accordance with procedures in Chapter 3 of ACI 301, "Proportioning."

## PART 3 EXECUTION

### 3.1 CONDITIONING OF UNDERLYING MATERIAL

Underlying material, base course, upon which concrete is to be placed shall be clean, damp, and free from debris, waste concrete or cement, frost, ice, and standing or running water. After the underlying material has been prepared for concrete placement, no equipment shall be permitted thereon.

### 3.2 WEATHER LIMITATIONS

#### 3.2.1 Hot Weather Paving

The temperature of concrete shall not exceed 90 degrees F. Steel forms, dowels and reinforcing shall be cooled prior to concrete placement when steel temperatures are greater than 120 degrees F.

#### 3.2.2 Cold Weather Paving

The ambient temperature of the air at the placing site and the temperature of surfaces to receive concrete shall be not less 40 degrees F. The temperature of the concrete when placed shall be not less than 50 degrees F. Materials entering the mixer shall be free from ice, snow, or frozen lumps. Salt, chemicals or other materials shall not be incorporated in the concrete to prevent freezing. Calcium chloride shall not be used at any time. Covering and other means shall be provided for maintaining the concrete at a temperature of at least 50 degrees F for not less than 72 hours after placing, and at a temperature above freezing for the remainder of the curing period. Pavement damaged by freezing shall be completely removed and replaced at the Contractor's expense as specified in paragraph, REPAIR, REMOVAL, AND REPLACEMENT OF SLABS.

### 3.3 CONCRETE PRODUCTION

#### 3.3.1 General Requirements

Concrete shall be deposited in front of the paver within 45 minutes from the time cement has been charged into the mixing drum, except that if the ambient temperature is above 90 degrees F, the time shall be reduced to 30 minutes. Every load of concrete delivered to the paving site shall be accompanied by a batch ticket from the operator of the batching plant. Tickets shall show at least the mass, or volume, of all ingredients in each batch delivered, and the time of day. Tickets shall be delivered to the placing foreman who shall keep them on file and deliver them to the Government daily.

### 3.3.2 Transporting and Transfer-Spreading Operations

Non-agitating equipment shall be used only on smooth roads and for haul time less than 15 minutes. No equipment shall be allowed to operate on the prepared and compacted underlying material in front of the paver-finisher.

## 3.4 PAVING

Pavement shall be constructed with paving and finishing equipment utilizing fixed forms or slipforms.

### 3.4.1 Consolidation

The paver vibrators shall be inserted into the concrete not closer to the underlying material than 2 inches. The vibrators or any tamping units in front of the paver shall be automatically controlled so that they shall be stopped immediately as forward motion ceases. Excessive vibration shall not be permitted. Concrete in small, odd-shaped slabs or in locations inaccessible to the paver mounted vibration equipment shall be vibrated with a hand-operated immersion vibrator. Vibrators shall not be used to transport or spread the concrete.

### 3.4.2 Operation

When the paver is operated between or adjacent to previously constructed pavement (fill-in lanes), provisions shall be made to prevent damage to the previously constructed pavement, including keeping the existing pavement surface free of any debris, and placing rubber mats beneath the paver tracks. Transversely oscillating screeds and extrusion plates shall overlap the existing pavement the minimum possible, but in no case more than 8 inches.

### 3.4.3 Required Results

The paver-finisher shall be operated to produce a thoroughly consolidated slab throughout, true to line and grade within specified tolerances. The paver-finishing operation shall produce a surface finish free of irregularities, tears, voids of any kind, and any other discontinuities. It shall produce only a very minimum of paste at the surface. Multiple passes of the paver-finisher shall not be permitted. The equipment and its operation shall produce a finished surface requiring no hand finishing, other than the use of cutting straightedges, except in very infrequent instances. No water, other than true fog sprays (mist), shall be applied to the concrete surface during paving and finishing.

### 3.4.4 Fixed Form Paving

Forms shall be steel, except that wood forms may be used for curves having

a radius of 150 feet or less, and for fillets. Forms may be built up with metal or wood, added only to the base, to provide an increase in depth of not more than 25 percent. The base width of the form shall be not less than eight-tenths of the vertical height of the form, except that forms 8 inches or less in vertical height shall have a base width not less than the vertical height of the form. Wood forms for curves and fillets shall be adequate in strength and rigidly braced. Forms shall be set on firm material cut true to grade so that each form section when placed will be firmly in contact with the underlying layer for its entire base. Forms shall not be set on blocks or on built-up spots of underlying material. Forms shall remain in place at least 12 hours after the concrete has been placed. Forms shall be removed without injuring the concrete.

#### 3.4.5 Slipform Paving

The slipform paver shall shape the concrete to the specified and indicated cross section in one pass, and shall finish the surface and edges so that only a very minimum amount of hand finishing is required. Dowels shall not be installed by dowel inserters attached to the paver or by any other means of inserting the dowels into the plastic concrete.

#### 3.4.6 Integral or Monolithic Curbs

Monolithic curbs shall be constructed of portland cement concrete conforming with these specifications except as modified herein. Forms for curbs shall be of similar material to that used for pavement. The outside form shall be of a depth equal to the combined depth of integral curb and pavement slab. The form may be a built-up section, the lower portion equal to the depth of the pavement slab and the upper portion equal to the depth of the integral curb. The built-up form shall be so designed as to assure rigid connection between lower and upper portions. The inside curb form shall be securely fastened to and supported by the outside form. Fastenings shall be designed so as not to obstruct satisfactory finishing and edging of top of curb and to permit early removal of the face of the form. Inside curb forms will not be required when approved procedures such as use of a "mule" or other finishing equipment is used to finish the surface of the plastic concrete to the required shape. The concrete curb shall be placed at the same time or as soon as practical after slab is placed, but in no case shall the time between the placing of the slab and placing of curb exceed 45 minutes. Concrete shall be thoroughly spaded or vibrated until well compacted and until a good bond is obtained between curb and slab. Transverse joints shall be the type and construction specified for transverse joints for the pavement slab on which curb is placed. Pavement joints shall extend through the curb except that horizontal dowels will not be required between joints in the curb. Top of curb shall be floated in such a manner as to compact the concrete thoroughly and produce a smooth even surface. Edges of curb and joints shall be rounded by using appropriate edging tools. Vertical edges of joints shall be dressed when the curb form is removed. While the concrete is green, the top and face of the curb shall be finished by rubbing the surface with a wood or concrete rubbing block and water until all blemishes, form marks, and tool marks are removed. Ample water shall be used during the rubbing to avoid plastered condition. The rubbed surface shall be brushed with a fine-textured brush to obtain a uniform surface texture. The face of the finished curb shall vary not more than .12 inches from the edge of a 10 ft straightedge, except at grade changes or curves. Visible surfaces and edges of the finished curb shall be free of blemishes, form and tool marks, and shall be uniform in color, shape, and appearance.

### 3.4.7 Placing Reinforcing Steel

Reinforcement shall be positioned on suitable chairs securely fastened to the subgrade prior to concrete placement, or may be placed on an initial layer of consolidated concrete, with the subsequent layer placed within 30 minutes of the first layer placement.

### 3.4.8 Placing Dowels and Tie Bars

Dowels shall be installed with alignment not greater than 1/8 inch per ft.

Except as otherwise specified below, location of dowels shall be within a horizontal tolerance of plus or minus 5/8 inch and a vertical tolerance of plus or minus 3/16 inch. The portion of each dowel intended to move within the concrete or expansion cap shall be painted with one coat of rust inhibiting primer paint, and then oiled just prior to placement. Dowels and tie bars in joints shall be omitted when the center of the dowel or tie bar is located within a horizontal distance from an intersecting joint equal to or less than one-fourth of the slab thickness.

#### 3.4.8.1 Contraction Joints

Dowels and tie bars in longitudinal and transverse contraction joints within the paving lane shall be held securely in place by means of rigid metal basket assemblies. The dowels and tie bars shall be welded to the assembly or held firmly by mechanical locking arrangements that will prevent them from becoming distorted during paving operations. The basket assemblies shall be held securely in the proper location by means of suitable anchors.

#### 3.4.8.2 Construction Joints-Fixed Form Paving

Installation of dowels and tie bars shall be by the bonded-in-place method, supported by means of devices fastened to the forms. Installation by removing and replacing in preformed holes will not be permitted.

#### 3.4.8.3 Dowels Installed in Hardened Concrete

Installation shall be by bonding the dowels into holes drilled into the hardened concrete. Holes approximately 1/8 inch greater in diameter than the dowels shall be drilled into the hardened concrete. Dowels shall be bonded in the drilled holes using epoxy resin injected at the back of the hole before installing the dowel and extruded to the collar during insertion of the dowel so as to completely fill the void around the dowel. Application by buttering the dowel shall not be permitted. The dowels shall be held in alignment at the collar of the hole, after insertion and before the grout hardens, by means of a suitable metal or plastic collar fitted around the dowel. The vertical alignment of the dowels shall be checked by placing the straightedge on the surface of the pavement over the top of the dowel and measuring the vertical distance between the straightedge and the beginning and ending point of the exposed part of the dowel. Where tie bars are required in longitudinal construction joints of slipform pavement, bent tie bars shall be installed at the paver, in front of the transverse screed or extrusion plate. If tie bars are required, a standard keyway shall be constructed, and the bent tie bars shall be inserted into the plastic concrete through a 26 gauge thick metal keyway liner. Tie bars shall not be installed in preformed holes. The keyway liner shall be protected and shall remain in place and become part of the joint. Before placement of the adjoining paving lane, the tie bars shall be straightened, without spalling the concrete around the bar.

#### 3.4.8.4 Expansion Joints

Dowels in expansion joints shall be installed by the bonded-in-place method or by bonding into holes drilled in hardened concrete, using procedures specified above.

### 3.5 FINISHING

Clary screeds, "bridge deck" finishers, or other rotating pipe or tube type equipment shall not be permitted. The sequence of machine operations shall be transverse finishing, longitudinal machine floating if used, straightedge finishing, texturing, and then edging of joints. Hand finishing shall be used only infrequently and only on isolated areas of odd slab shapes and in the event of a breakdown of the mechanical finishing equipment. Supplemental hand finishing for machine finished pavement shall be kept to an absolute minimum. Equipment to be used for supplemental hand finishing shall primarily be 10 to 12 feet cutting straightedges; only very sparing use of bull floats shall be allowed. At no time shall water be added to the surface of the slab in any way, except for fog (mist) sprays to prevent plastic shrinkage cracking.

#### 3.5.1 Machine Finishing With Fixed Forms

The machine shall be designed to ride the forms. Machines that cause displacement of the forms shall be replaced. The machine shall make only one pass over each area of pavement. If the equipment and procedures do not produce a surface of uniform texture, true to grade, in one pass, the operation shall be immediately stopped and the equipment, mixture, and procedures adjusted as necessary.

#### 3.5.2 Machine Finishing With Slipform Pavers

If there is sufficient concrete slurry or fluid paste on the surface that it runs over the edge of the pavement, the paving operation shall be immediately stopped and the equipment, mixture, or operation modified to prevent formation of such slurry. Any slurry which does run down the vertical edges shall be immediately removed. No slurry, concrete or concrete mortar shall be used to build up along the edges of the pavement to compensate for excessive edge slump, either while the concrete is plastic or after it hardens.

#### 3.5.3 Surface Correction

While the concrete is still plastic, irregularities and marks in the pavement surface shall be eliminated by means of cutting straightedges, 10 to 12 feet in length. Depressions shall be filled with freshly mixed concrete, struck off, consolidated, and refinished. Projections above the required elevation shall also be struck off and refinished. Long-handled, flat "bull floats" shall be used sparingly and only as necessary to correct minor, scattered surface defects. Finishing with hand floats and trowels shall be held to the absolute minimum necessary. Joints and edges shall not be over finished.

#### 3.5.4 Hand Finishing

Hand finishing operations shall be used only for those unusual slabs as specified previously. Grate tampers (jitterbugs) shall not be used. As soon as placed and vibrated, the concrete shall be struck off and screeded.

The surface shall be tamped with a strike-off and tamping screed, or vibratory screed. Immediately following the final tamping of the surface, the pavement shall be floated longitudinally. Long-handled, flat bull floats shall be used sparingly and only as necessary to correct surface defects. Finishing with hand floats and trowels shall be held to the absolute minimum necessary. Joints and edges shall not be over finished. No water shall be added to the pavement during finishing operations.

### 3.5.5 Texturing

Before the surface sheen has disappeared and before the concrete hardens, the surface of the pavement shall be given a texture as described herein. Following initial texturing on the first day of placement, the Placing Foreman, Contracting Officer representative, and a representative of the Using Agency shall inspect the texturing for compliance with design requirements. After curing is complete, all textured surfaces shall be thoroughly power broomed to remove all debris. The concrete in areas of recesses for tie-down anchors, lighting fixtures, and other outlets in the pavement shall be finished to provide a surface of the same texture as the surrounding area.

#### 3.5.5.1 Burlap-Drag Surface Finish

Surface texture shall be applied by dragging the surface of the pavement, in the direction of the concrete placement, with a moist burlap drag. The dragging shall produce a uniform finished surface having a fine sandy texture without disfiguring marks.

### 3.5.6 Edging

The edges of slipformed lanes shall not be edged. After texturing has been completed, the edge of the slabs along the forms shall be carefully finished with an edging tool to form a smooth rounded surface of 1/8 inch radius. No water shall be added to the surface during edging.

## 3.6 CURING

Concrete shall be continuously protected against loss of moisture and rapid temperature changes for at least 7 days from the completion of finishing operations. Unhardened concrete shall be protected from rain and flowing water. During hot weather with low humidity and/or wind, the Contractor shall institute measures to prevent plastic shrinkage cracks from developing. ACI 305R contains means of predicting plastic shrinkage cracking and preventative measures. Plastic shrinkage cracks that occur shall be filled by injection of epoxy resin after the concrete hardens. Plastic shrinkage cracks shall never be troweled over or filled with slurry. Curing shall be accomplished by one of the following methods.

### 3.6.1 Membrane Curing

A uniform coating of white-pigmented membrane-forming curing compound shall be applied to the entire exposed surface of the concrete including pavement edges as soon as the free water has disappeared from the surface after finishing. If evaporation is high and no moisture is present on the surface even though bleeding has not stopped, fog sprays shall be used to keep the surface moist until setting of the cement occurs. Curing compound shall then be immediately applied. Curing compound shall be applied to the finished surfaces by means of a self-propelled automatic spraying machine, equipped with multiple spraying nozzles with wind shields, spanning the

newly paved lane. The curing compound shall be applied at a maximum application rate of 200 square feet per gallon. The application of curing compound by hand-operated, mechanical powered pressure sprayers will be permitted only on odd widths or shapes of slabs where indicated and on concrete surfaces exposed by the removal of forms. The compound shall form a uniform, continuous, cohesive film that will not check, crack, or peel and that will be free from pinholes and other discontinuities. Areas where the curing compound develops the above defects or is damaged by heavy rainfall, sawing or other construction operations within the curing period, shall be immediately resprayed.

### 3.6.2 Moist Curing

Concrete to be moist-cured shall be maintained continuously wet for the entire curing period, commencing immediately after finishing. Surfaces shall be cured by ponding, by continuous sprinkling, by continuously saturated burlap or cotton mats, or by continuously saturated plastic coated burlap. Impervious sheet curing shall not be used.

## 3.7 JOINTS

No deviation from the jointing pattern shown on the drawings shall be made without written approval of the Design District Pavement or Geotechnical Engineer. All joints shall be straight, perpendicular to the finished grade of the pavement, and continuous from edge to edge or end to end of the pavement with no abrupt offset and no gradual deviation greater than 1/2 inch.

### 3.7.1 Longitudinal Construction Joints

Dowels or Tie bars shall be installed in the longitudinal construction joints, or the edges shall be thickened as indicated.

### 3.7.2 Transverse Construction Joints

Transverse construction joints shall be installed at a planned transverse joint, at the end of each day's placing operations and when concrete placement is interrupted. Transverse construction joints shall be constructed either by utilizing headers and hand placement and finishing techniques, or by placing concrete beyond the transverse construction joint location and then saw cutting full depth and removing concrete back to the transverse construction joint location. For the latter case, dowels shall be installed using methods for dowels installed in hardened concrete described above. All transverse construction joints shall be dowelled.

### 3.7.3 Expansion Joints

Expansion joints shall be formed where indicated, and about any structures and features that project through or into the pavement, using preformed joint filler of the type, thickness, and width indicated, and shall extend the full slab depth. Edges of the concrete at the joint face shall be edged. The joint filler strips shall be installed to form a recess at the pavement surface to be filled with joint sealant. Expansion joints shall be constructed with thickened edges for load transfer.

### 3.7.4 Slip Joints

Slip joints shall be installed the full depth of the slab using expansion joint preformed joint filler material attached to the face of the original

concrete placement. A reservoir for joint sealant shall be constructed at the top of the joint. Edges of the joint face shall be edged.

### 3.7.5 Contraction Joints

Transverse and longitudinal contraction joints shall be of the weakened-plane or dummy type. Longitudinal contraction joints shall be constructed by sawing a groove in the hardened concrete with a power-driven saw. Transverse contraction joints shall be constructed in conformance with requirements for sawed joints.

#### 3.7.5.1 Sawed Joints

Sawed contraction joints shall be constructed by sawing a groove in the concrete with a 1/8 inch blade to the indicated depth. The time of initial sawing shall vary depending on existing and anticipated weather conditions and shall be such as to prevent uncontrolled cracking of the pavement. Sawing of the joints shall commence as soon as the concrete has hardened sufficiently to permit cutting the concrete without chipping, spalling, or tearing. The joints shall be sawed at the required spacing consecutively in the sequence of the concrete placement. Sawing at a given joint location shall be discontinued when a crack develops ahead of the saw cut. Immediately after the joint is sawed, the saw cut and adjacent concrete surface shall be thoroughly flushed with water until all waste from sawing is removed from the joint. The surface shall be resprayed with curing compound as soon as free water disappears. The top of the joint opening and the joint groove at exposed edges shall be tightly sealed with cord or backer rod before the concrete in the region of the joint is resprayed with curing compound.

#### 3.7.6 Thickened Edge Joints

Underlying material in the transition area shall meet the requirements for smoothness and compaction specified for all other areas of the underlying material.

### 3.8 REPAIR, REMOVAL, AND REPLACEMENT OF SLABS

New pavement slabs that contain full-depth cracks shall be removed and replaced, as specified herein at no cost to the Government. Removal and replacement shall be full depth, shall be full width of the paving lane, and the limit of removal shall be from each original transverse joint. The Contracting Officer will determine whether cracks extend full depth of the pavement and may require minimum 6 inch diameter cores to be drilled on the crack to determine depth of cracking. Cores shall be drilled and the hole later filled by the Contractor with a well consolidated concrete mixture bonded to the walls of the hole with epoxy resin. Drilling of cores and re filling holes shall be at no expense to the Government. Cracks that do not extend full depth of slab shall be cleaned and then pressure injected with epoxy resin, Type IV, Grade 1. The Contractor shall ensure that the crack is not widened during epoxy resin injection. Where a full depth crack intersects the original transverse joint, the slab(s) containing the crack shall be removed and replaced, with dowels installed, as required below. Spalls along joints shall be repaired as specified.

#### 3.8.1 Removal and Replacement of Full Slabs

Unless there are keys or dowels present, all edges of the slab shall be sawcut full depth. If keys, dowels, or tie bars are present along any

edges, these edges shall be sawed full depth 6 inches from the edge if only keys are present, or just beyond the end of dowels or tie bars if they are present. These joints shall then be carefully sawed on the joint line to within 1 inch of the depth of the dowel or key. The main slab shall be further divided by sawing full depth, at appropriate locations, and each piece lifted out and removed. The narrow strips along keyed or doweled edges shall be carefully broken up and removed. Care shall be taken to prevent damage to the dowels, tie bars, or keys or to concrete to remain in place. Protruding portions of dowels shall be painted and lightly oiled. The joint face below keys or dowels shall be suitably trimmed so that there is no abrupt offset. If under break occurs at any point along any edge, the area shall be hand-filled with concrete, producing an even joint face from top to bottom, before replacing the removed slab. If under break over 4 inches deep occurs, the entire slab containing the under break shall be removed and replaced. Where there are no dowels, tie bars, or keys on an edge, or where they have been damaged, dowels of the size and spacing as specified for other joints in similar pavement shall be installed by epoxy grouting them into holes drilled into the existing concrete. Original damaged dowels or tie bars shall be cut off flush with the joint face. All four edges of the new slab shall thus contain dowels or original keys or original tie bars. Prior to placement of new concrete, the underlying material shall be graded and recompact, and the surfaces of all four joint faces shall be cleaned of all loose material and contaminants, and coated with a double application of membrane forming curing compound as bond breaker. Placement of concrete shall be as specified for original construction. The resulting joints around the new slab shall be prepared and sealed as specified.

### 3.8.2 Repairing Spalls Along Joints

Spalls along joints and cracks shall be repaired by first making a vertical saw cut at least 1 inch outside the spalled area and to a depth of at least 2 inches. Saw cuts shall be straight lines forming rectangular areas. The concrete between the saw cut and the joint, or crack, shall be chipped out to remove all unsound concrete. The cavity shall be thoroughly cleaned with high pressure water jets supplemented with compressed air to remove all loose material. Immediately before filling the cavity, a prime coat shall be applied to the dry cleaned surface of all sides and bottom of the cavity, except any joint face. The prime coat shall be applied in a thin coating and scrubbed into the surface with a stiff-bristle brush. Prime coat for portland cement repairs shall be a neat cement grout and for epoxy resin repairs shall be epoxy resin, Type III, Grade 1. The cavity shall be filled with low slump portland cement concrete or mortar, or with epoxy resin concrete or mortar. Portland cement concrete shall be used for larger spalls, those more than 1/3 cu. ft. in size after removal operations; portland cement mortar shall be used for spalls between 0.03 and 1/3 cu. ft; and epoxy resin mortar or Type III, Grade 3 epoxy resin for those spalls less than 0.03 cu. ft. in size after removal operations. Portland cement concretes and mortars shall be very low slump mixtures, proportioned, mixed, placed, tamped, and cured. Epoxy resin mortars shall be made with Type III, Grade 1, epoxy resin, using proportions, mixing, placing, tamping and curing procedures as recommended by the manufacturer. Any repair material on the surrounding surfaces of the existing concrete shall be removed before it hardens. Where the spalled area abuts a joint, an insert or other bond-breaking medium shall be used to prevent bond at the joint face. A reservoir for the joint sealant shall be sawed to the dimensions required for other joints. In lieu of sawing, spalls not adjacent to joints, and popouts, both less than 6 inches in maximum dimension, may be prepared by drilling a core 2 inches in diameter greater

than the size of the defect, centered over the defect, and 2 inches deep or 1/2 inch into sound concrete, whichever is greater. The core hole shall be repaired as specified above for other spalls.

### 3.8.3 Areas Defective in Plan Grade or Smoothness

In areas not meeting the specified limits for surface smoothness and plan grade, high areas shall be reduced to attain the required smoothness and grade, except as depth is limited below. High areas shall be reduced by grinding the hardened concrete with a surface grinding machine after the concrete is 14 days or more old. The depth of grinding shall not exceed 1/4 inch. All pavement areas requiring plan grade or surface smoothness corrections in excess of the specified limits, shall be removed and replaced. In pavement areas given a wire comb or tined texture, areas exceeding 25 square feet that have been corrected by rubbing or grinding shall be retextured by grooving machine sawn grooves meeting the requirements for the wire comb or tined texture. All areas in which grinding has been performed will be subject to the thickness tolerances specified in paragraph Thickness. Any grinding performed on individual slabs with excessive deficiencies shall be performed at the Contractor's own decision without entitlement to additional compensation if eventual removal of the slab is required.

## 3.9 PAVEMENT PROTECTION

The Contractor shall protect the pavement against all damage prior to final acceptance of the work. Traffic shall be excluded from the new pavement. As a construction expedient in paving intermediate lanes between newly paved pilot lanes, operation of the hauling equipment will be permitted on the new pavement after the pavement has been cured for 7 days and the joints have been sealed or otherwise protected. All new and existing pavement carrying construction traffic or equipment shall be continuously kept completely clean. Special cleaning and care shall be used where Contractor's traffic uses or crosses active airfield pavement.

## 3.10 TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL (CQC)

Paragraph ACCEPTABILITY OF WORK contains additional CQC requirements. The Contractor shall perform the inspection and tests described below and, based upon the results of these inspections and tests, shall take the action required and submit reports as specified. When, in the opinion of the Contracting Officer, the paving operation is out of control, concrete placement shall cease.

### 3.10.1 Batch Plant Control

A daily report shall be prepared indicating checks made for scale accuracy with test weights, checks of batching accuracy, and corrective action taken prior to and during placement for weighing or batching, type and source of cement used, type and source of pozzolan or slag used, amount and source of admixtures used, aggregate source, the required aggregate and water masses per cubic yd, amount of water as free moisture in each size of aggregate, and the batch aggregate and water masses per cubic yd. for each class of concrete batched during each day's plant operation.

### 3.10.2 Concrete Mixture

- a. Air Content Testing. Air content tests shall be made when test specimens are fabricated. In addition, at least two other tests

for air content shall be made on randomly selected batches of each separate concrete mixture produced during each 8-hour period of paving. Whenever air content reaches specified limits, an immediate confirmatory test shall be made. If the second test also shows air content at or exceeding specified limits, an adjustment shall immediately be made in the amount of air-entraining admixture batched to bring air content within specified limits. If the next adjusted batch of concrete is not within specified limits, concrete placement shall be halted until concrete air content is within specified limits.

- b. Slump Testing. Slump tests shall be made when test specimens are fabricated. Additional tests shall be made when excessive variation in workability is reported by the placing foreman or Government inspector. Whenever slump approaches the maximum limit, an adjustment shall immediately be made in the batch masses of water and fine aggregate, without exceeding the maximum  $w/(c+p)$ . When a slump result exceeds the specification limit, no further concrete shall be delivered to the paving site until adjustments have been made and slump is again within the limit.
- c. Temperature. The temperature of the concrete shall be measured when strength specimens are fabricated.
- d. Concrete Strength Testing. Four (4) cylinders from the same batch shall be fabricated, cured and tested for compressive strength, testing two cylinders at 7-day and two cylinders at 28-day age. A minimum of one set of four (4) cylinders shall be fabricated, cured and tested for each shift of concrete placement. Control charts for strength, showing the 7-day and 28-day CQC compressive strengths, and the 28-day required compressive strength, shall be maintained and submitted with weekly CQC Reports.

### 3.10.3 Inspection Before Placing

Underlying materials, joint locations and types, construction joint faces, forms, reinforcing, dowels, and embedded items shall be inspected by a Registered Engineer in sufficient time prior to each paving operation in order to certify to the Contracting Officer that they are ready to receive concrete. The results of each inspection shall be reported in writing, and the certification signed by the Registered Engineer, prior to each days' paving.

### 3.10.4 Paving Operations

The placing foreman shall supervise all placing and paving operations, shall determine that the correct quality of concrete is placed in each location as shown, shall insure that the concrete is consolidated full depth and that finishing is performed as specified. The placing foreman shall be responsible for measuring and recording concrete temperatures and ambient temperature hourly during placing operations, weather conditions, time of placement, volume of concrete placed, and method of paving and any problems encountered.

### 3.10.5 Curing Inspection

- a. Moist Curing Inspections. Each day on both work and non-work days, an inspection shall be made of all areas subject to moist curing. The surface moisture condition shall be noted and

recorded. When any inspection finds an area of inadequate curing, immediate corrective action shall be taken, and the required curing period for the area shall be extended by 1 day.

- b. Membrane Curing Inspection. At the end of each day's placement, the CQC Representative shall determine the quantity of compound used by measurement of the container; shall determine the area of concrete surface covered; shall then compute the rate of coverage in square feet per gallon and shall also note whether or not coverage is uniform. When the coverage rate of the curing compound is less than that specified or when the coverage is not uniform, the entire surface shall be sprayed again.

#### 3.10.6 Cold-Weather Protection

At least once per day, an inspection shall be made of all areas subject to cold-weather protection. Any deficiencies shall be noted, corrected, and reported.

#### 3.10.7 Reports

All results of tests or inspections conducted shall be reported informally as they are completed and in writing daily. A weekly report, signed by a registered engineer, shall be prepared for the updating of control charts and test data, and all CQC inspections and actions covering the entire period from the start of the construction through the current week. Reports of failures and the action taken shall be confirmed in writing in the routine reports. The Contracting Officer has the right to examine all CQC records. A copy of weekly reports shall be submitted to the Contracting Officer. At the completion of concrete placement, a certification report shall be prepared containing mix designs, all updated control charts and concrete test data, quality control reports, smoothness reports, and other pertinent data on the concrete, with a certification by a registered engineer that the concrete placed meets all specification requirements. A copy of the certification report shall be submitted to the Contracting Officer.

-- End of Section --