

2. AMENDMENT/MODIFICATION NO. 1	3. EFFECTIVE DATE 17-Aug-2004	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. <i>(If applicable)</i>
6. ISSUED BY US Army Corps of Engineers, Kansas City District 760 Federal Building, 601 East 12th Street Kansas City, Missouri 64106-2896		7. ADMINISTERED BY <i>(If other than item 6)</i>	

8. NAME AND ADDRESS OF CONTRACTOR <i>(No., street, county, State and ZIP Code)</i>	(x)	9a. AMENDMENT OF SOLICITATION NO. W912DQ-04-B-0011
	X	9B. DATED <i>(SEE ITEM 11)</i> 7/29/2004
		10A. MODIFICATION OF CONTRACT/ORDER NO.
		10B. DATED <i>(SEE ITEM 13)</i>

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

The above number solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers is extended, is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:
 (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegraph which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA *(If required)*

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

(x)	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: <i>(Specify authority)</i> THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBER CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES <i>(such as changes in paying office, appropriation date, etc.)</i> SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF:
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
	D. OTHER <i>(Specify type of modification and authority)</i>

E. IMPORTANT: Contractor is not, is required to sign this document and return _____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION *(Organized by UCF section headings, including solicitation/contract subject matter where feasible.)*

**Combined Arms Collective Training Facility (CACTF), Phase II, Fort Riley, Kansas
PN 59376**

The Solicitation is amended in accordance with the attached pages.

**BID OPENING IS DELAYED UNTIL 2:00 PM, LOCAL TIME, 31 AUGUST 2004.
RM 748 FEDERAL BLDG, 601 E. 12TH ST, KCMO 64106-2896.**

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER <i>(Type or print)</i>	16A. NAME AND TITLE OF CONTRACTING OFFICER <i>(Type or print)</i>
15B. CONTRACTOR/OFFEROR <i>(Signature of person authorized to sign)</i>	15C. DATE SIGNED
16B. UNITED STATES OF AMERICA BY <i>(Signature of Contracting Officer)</i>	16C. DATE SIGNED

The SOLICITATION is amended as follows:

1. SPECIFICATIONS:

- a. Revised Pages: The following pages are deleted and replaced with revised pages of the same numbers. Copies are attached.

Page 1 of 139
Page 3 of 139
Page 4 of 139
Page 42 of 139
Page 57 of 139
Page 138 of 139
Page 139 of 139

- b. Revised Sections: The following sections are deleted and replaced with revised sections of the same numbers. Copies of the revised sections are attached.

01451
02300
02620
02722
02749
02753

- c. Narrative Changes: The following changes are made narratively to the Specifications as indicated.

Section 02220, paragraph titled "References", the date on reference EM 385-1-1 Safety and Health Requirements Manual is changed to "2003".

2. DRAWINGS:

- a. Narrative Changes: The following changes are made narratively to the drawings.

Volume 1: On Sheet V1_CG201, Note 5, the reference "CG102" is changed to "CS501".

Volumes 1, 2 and 3: Sheet T-102: The scale of 1" = 1000' is replaced with the scale of 1" = 3280'.

- b. Revised Sheets: The following sheets are deleted and replaced with revised sheets of the same numbers. Copies are attached.

Volume 1: SE002

Revised Sheets (Continued):

Volume 2: T-103
CS301A
CS313
CG405
B_SE503
SE002
C_SE101
C_SE102
C_SE401
C_SE501
C_SE502
C_SE601
Z_SE101
ES101
ES107
ES501

Volume 3: T-103
CP101
CP102
CP104
CG101
CG102
CG103
CG104
CG105
CJ000
CJ101
CJ102
CG103
CJ104
CJ105
CD101
CK101
CR102
CT101
CT102
CT103
CT104
CT105
CT106
CT107

- c. New Sheets: The following are new drawings and are added to the solicitation.

Volume 2: Sheet CS301A SITE PLAN – AREA 1 BUILDING GRANULAR FILL LIMITS

New Sheets (Continued):

Volume 3: Sheet CL101 SPOT ELEVATIONS – AREA 1 – OPTION 2 & 3
Sheet CL102 SPOT ELEVATIONS – AREA 2 – OPTION 2 & 3
Sheet CL103 SPOT ELEVATIONS – AREA 3 – OPTION 2 & 3
Sheet CL104 SPOT ELEVATIONS – AREA 4 – OPTION 2 & 3
Sheet CL105 SPOT ELEVATIONS – AREA 5 – OPTION 2 & 3

4. For convenience, on the revised specification pages, essential changes have been emphasized by underlining or indication of text deleted. However, all portions of the revised specification pages shall apply whether or not changes have been indicated.

5. Bidders are required to acknowledge receipt of this amendment on the Bidding Form, in the space provided, or by separate letter or telegram prior to opening of bids. Failure to acknowledge all amendments may cause rejection of the bid.

6. Bids will be received until **2:00 p.m., local time, 31 August 2004**, in Room 748 Federal Building, 601 E. 12th Street, Kansas City, Missouri 64106-2896, and at that time will be publicly opened.

SOLICITATION, OFFER, AND AWARD <i>(Construction, Alteration, or Repair)</i>	1. SOLICITATION NO.	2. TYPE OF SOLICITATION	3. DATE ISSUED	PAGE OF	PAGES
	W912DQ-04-B-0011	<input checked="" type="checkbox"/> SEALED BID (IFB) <input type="checkbox"/> NEGOTIATED (RFP)	7/29/2004	1	139

IMPORTANT - The "offer" section on the reverse must be fully completed by offeror.

4.	5. REQUISITION/PURCHASE REQUEST NO. W58XUW-2311-0552	6. PROJECT NO.
7. ISSUED BY U.S. Army Engineer District, Kansas City 760 Federal Building, 601 E. 12th Street Kansas City, Missouri 64106-2896 Tel: (816) 983-3845 Fax: (816) 426-5169	8. ADDRESS OFFER TO See Item 7 Bid Opening Room: 748	
9. FOR INFORMATION CALL:	A. NAME Perry D. Marks	B. TELEPHONE NO. (Include area code) 816-983-3850 Ext. (NO COLLECT CALLS)

SOLICITATION

NOTE: In sealed bid solicitation "offer" and "offeror" mean "bid" and "Bidder".

10. THE GOVERNMENT REQUIRES PERFORMANCE OF THE WORK DESCRIBED IN THESE DOCUMENTS (Title, identifying no., date):

Combined Arms Collective Training Facility (CACTF), Phase II, Fort Riley, Kansas
PN 59376
Fort Riley, Kansas

The work includes, but is not limited to, the following: Phase 2 construction of urban operations combined arms collective training facilities (MOUT), including two-story office, townhouses, school, farmhouse, and a shanty town on the east side of the Phase I CACTF site at Sector 36/34. At other range sites construct urban assault course (UAC), Live Fire Exercise Shoot House, Live Fire Breach Facility including ammo breakdown buildings, range control tower, after action review building, bleacher facilities, dual-sex field latrines, range instructional building, and range operations/storage building. Construct airfield support buildings, aircraft turnarounds and parking apron for a 4600 ft. assault airfield landing zone west of Highway 77. Site work includes site grading, construction of tank trails and concrete turning pads, roadways, concrete and gravel parking lots, demolition, landscaping, seeding, storm drainage, walkways, tunnels, extending utilities for water, electric and communications, site lighting, tree removal and tank trail removal. Targets and cameras will be installed by separate contract using OPA funding.

11. The Contractor shall begin performance within 10 calendar days and complete it within 720 calendar days after receiving award notice to proceed. This performance period is mandatory, negotiable. (See Section 00800, FFAR 52.211-10)

12A. THE CONTRACTOR MUST FURNISH ANY REQUIRED PERFORMANCE AND PAYMENT BONDS? (If "YES", indicate within how many calendar days after award in Item 12B.) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	12B. CALENDAR DAYS 10
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13. ADDITIONAL SOLICITATION REQUIREMENTS:

A. Sealed offers in original and two copies to perform the work required are due at the place specified in Item 8 by 2:00 p.m. local time 8/31/2004 (date). If this is a sealed bid solicitation, offers will be publicly opened at that time. Sealed envelopes containing offers shall be marked to show the offeror's name and address, the solicitation number, and the date and time offers are due.

B. An offer guarantee is, is not required. NOT TO EXCEED 20% OF TOTAL BID AMOUNT

C. All offers are subject to the (1) work requirements, and (2) other provisions and clauses incorporated in the solicitation in full text or by reference.

D. Offers providing less than 90 calendar days for Government acceptance after the date offers are due will not be considered and will be rejected.

BID SCHEDULE

BASE BID SCHEDULE (All Line Items must be priced)			
CLIN	Description	Unit of Issue	Amount
0001	COMBINED ARMS COLLECTIVE TRAINING FACILITY The work includes all work to construct Two-Story Office, Townhouses, School and Farmhouse including all site work, utilities, roads, demolition and all work included in the plans and specifications unless specifically identified as options (see option schedule below).	Lump Sum	\$ _____
0002	URBAN ASSAULT COURSE, OFFENSIVE DEFENSIVE BUILDING AND LIVE FIRE SHOOT HOUSE The work includes all work to construct Urban Assault Course, Urban Offensive Defensive Building and Live Fire Shoot house including all site work, utilities, roads, demolition and all work included in the plans and specifications unless specifically identified as options (see option schedule below).	Lump Sum	\$ _____
0003	BREACH FACILITY The work includes all work to construct Breach Facility including all site work, utilities, roads, demolition and all work included in the plans and specifications unless specifically identified as options (see option schedule below).	Lump Sum	\$ _____
0004	AIRFIELD BUILDINGS The work includes all work to construct Airfield Tower, Airfield Terminal, Latrine and Warehouse including all site work, utilities, roads, demolition and all work included in the plans and specifications unless specifically identified as options (see option schedule below).	Lump Sum	\$ _____
TOTAL BASE BID SCHEDULE (CLINS 0001 THROUGH 0004)			\$ _____

OPTION BID SCHEDULE (All Line Items must be priced)			
CLIN	Description	Unit of Issue	Amount
0005	OPTION 1 - GRADING LANDING ZONE, LANDING ZONE END TURNAROUNDS AND APRON The work includes all work included in the plans and specifications to grade landing zone, landing zone end turnarounds, apron and the area surrounding the landing zone up to top of finish grade including demolition of existing tank trail that crosses the landing zone and placement of a turn around at the eastern portion of the demolished road.	Lump Sum	\$ _____
0006	OPTION 2 - BITUMINOUS PAVING FOR LANDING ZONE AND CONCRETE TURNAROUNDS <i>(Note: If Option 2 is awarded, Option 3 will not be awarded)</i>	Lump Sum	\$ _____
0007	OPTION 3 - CONCRETE PAVING FOR LANDING ZONE AND CONCRETE TURNAROUNDS <i>(Note: If Option 3 is awarded, Option 2 will not be awarded)</i>	Lump Sum	\$ _____
0008	OPTION 4 - SCARIFY, RECOMPACT SUB-GRADE AND PAVE APRON	Lump Sum	\$ _____
0009	OPTION 5 - SHANTY TOWN The work includes all work to construct Shanty Town including offices, shanty residences, shanty duplexes and all site work, utilities, roads and demolition and all work included in the plans and specifications.	Lump Sum	\$ _____
TOTAL OPTION BID SCHEDULE (CLINS 0005 THROUGH 0009)			\$ _____
TOTAL BID SCHEDULE (CLINS 0001 THROUGH 0009)			\$ _____

NWK-00010-001 FIELD OFFICE OVERHEAD (JUL 2002)

NOTICE TO BIDDERS: For your bid to be responsive, you must declare below the single accounting practice that you apply to contracts to calculate field office overhead for all change orders, modifications and requests for equitable adjustment. Pursuant to Federal Acquisition Regulations (FAR) Parts 31.105(d)(3) and 31.203(d)(1), an accounting practice that varies from modification to modification is not allowable. Select one of the following:

1. TIME DISTRIBUTION BASE FOR A PER DIEM RATE. If you use this practice, see Special Clause "Field Office Overhead Per Diem Rate"	_____
2. DIRECT COST DISTRUBITION BASE FOR A PERCENTAGE MARKUP. If you use this practice, see Special Clause "Field Office Overhead Percentage Markup"	_____
3. OTHER ACCOUNTING PRACTICE THAT IS ALLOWABLE UNDER THE FAR AND THAT USES A <u>SINGLE</u> DISTRIBUTION BASE. If you choose 3, you must describe the accounting practice in sufficient detail below to allow the contracting officer to determine what accounting practice is being utilized by your company and that it complies with the FAR.	_____
<p>_____</p> <p>_____</p> <p>_____</p>	
<p>Failure to fully comply with the above requirement or, if alternative 3 is declared and your description does not clearly state or describe a consistent accounting practice using a single distribution base, will be cause for your bid to be rejected as non-responsive.</p>	

Section 00700 - Contract Clauses

SECTION 00700 INDEX

52.202-1	DEFINITIONS (MAY 2001) --ALTERNATE I (MAR 2001)
52.203-3	GRATUITIES (APR 1984)
52.203-5	COVENANT AGAINST CONTINGENT FEES (APR 1984)
52.203-7	ANTI-KICKBACK PROCEDURES. (JUL 1995)
52.203-8	CANCELLATION, RESCISSION, AND RECOVERY OF FUNDS FOR ILLEGAL OR IMPROPER ACTIVITY (JAN 1997)
52.203-10	PRICE OR FEE ADJUSTMENT FOR ILLEGAL OR IMPROPER ACTIVITY (JAN 1997)
52.203-12	LIMITATION ON PAYMENTS TO INFLUENCE CERTAIN FEDERAL TRANSACTIONS (JUN 2003)
52.204-4	PRINTED OR COPIED DOUBLE-SIDED ON RECYCLED PAPER (AUG 2000)
52.209-6	PROTECTING THE GOVERNMENT'S INTEREST WHEN SUBCONTRACTING WITH CONTRACTORS DEBARRED, SUSPENDED, OR PROPOSED FOR DEBARMENT (JUL 1995)
52.214-26	AUDIT AND RECORDS--SEALED BIDDING. (OCT 1997)
52.214-27	PRICE REDUCTION FOR DEFECTIVE COST OR PRICING DATA - MODIFICATIONS - SEALED BIDDING. (OCT 1997)
52.214-28	SUBCONTRACTOR COST OR PRICING DATA - MODIFICATIONS - SEALED BIDDING. (OCT 1997)
<u>52.217-7</u>	<u>OPTION FOR INCREASED QUANTITY (MAR 1989)</u>
52.219-8	UTILIZATION OF SMALL BUSINESS CONCERNS (MAY 2004)
52.219-9	SMALL BUSINESS SUBCONTRACTING PLAN (JAN 2002)--ALTERNATE I (OCT 2001).
52.219-14	LIMITATIONS ON SUBCONTRACTING (DEC 1996)
52.219-16	LIQUIDATED DAMAGES-SUBCONTRACTING PLAN (JAN 1999)
52.222-3	CONVICT LABOR (JUN 2003)
52.222-4	CONTRACT WORK HOURS AND SAFETY STANDARDS ACT - OVERTIME COMPENSATION. (SEP 2000)
52.222-6	DAVIS-BACON ACT (FEB 1995)
52.222-7	WITHHOLDING OF FUNDS (FEB 1988)
52.222-8	PAYROLLS AND BASIC RECORDS (FEB 1988)
52.222-9	APPRENTICES AND TRAINEES (FEB 1988)
52.222-11	SUBCONTRACTS (LABOR STANDARDS (FEB 1988)
52.222-12	CONTRACT TERMINATION--DEBARMENT (FEB 1988)
52.222-13	COMPLIANCE WITH DAVIS-BACON AND RELATED ACT REGULATIONS (FEB 1988)
52.222-14	DISPUTES CONCERNING LABOR STANDARDS (FEB 1988)
52.222-15	CERTIFICATION OF ELIGIBILITY (FEB 1988)
52.222-21	PROHIBITION OF SEGREGATED FACILITIES (FEB 1999)
52.222-26	EQUAL OPPORTUNITY (APR 2002)
52.222-27	AFFIRMATIVE ACTION COMPLIANCE REQUIREMENTS FOR CONSTRUCTION (FEB 1999)
52.222-37	EMPLOYMENT REPORTS ON SPECIAL DISABLED VETERANS, VETERANS OF THE VIETNAM ERA, AND OTHER ELIGIBLE VETERANS (DEC 2001)
52.223-14	TOXIC CHEMICAL RELEASE REPORTING (AUG 2003)
52.225-11	BUY AMERICAN ACT--CONSTRUCTION MATERIALS UNDER TRADE AGREEMENTS (JAN 2004)
52.227-1	AUTHORIZATION AND CONSENT (JUL 1995)
52.227-2	NOTICE AND ASSISTANCE REGARDING PATENT AND COPYRIGHT INFRINGEMENT (AUG 1996)
52.227-4	PATENT INDEMNITY--CONSTRUCTION CONTRACTS (APR 1984)
52.228-1	BID GUARANTEE (SEP 1996)
52.228-5	INSURANCE--WORK ON A GOVERNMENT INSTALLATION (JAN 1997)
52.228-11	PLEDGES OF ASSETS (FEB 1992)

(b) Before awarding any subcontract expected to exceed the threshold for submission of cost or pricing data at FAR 15.403-4(a)(1), on the date of agreement on price or the date of award, whichever is later; or before pricing any subcontract modifications involving aggregate increases and/or decreases in costs, plus applicable profits, expected to exceed the threshold for submission of cost or pricing data at FAR 15.403-4(a)(1), the Contractor shall require the subcontractor to submit cost or pricing data (actually or by specific identification in writing), unless an exception under FAR 15.403-1(b) applies.

(1) Based on adequate price competition;

(2) Based on established catalog or market prices of commercial items sold in substantial quantities to the general public; or

(3) Set by law or regulation.

(c) The Contractor shall require the subcontractor to certify in substantially the form prescribed in subsection 15.406-2 of the Federal Acquisition Regulation that, to the best of its knowledge and belief, the data submitted under paragraph (b) above were accurate, complete, and current as of the date of agreement on the negotiated price of the subcontract or subcontract modification.

(d) The Contractor shall insert the substance of this clause, including this paragraph (d), in each subcontract that, when entered into, exceeds the threshold for submission of cost or pricing data at FAR 15.403-4(a)(1).

(End of clause)

52.217-7 OPTION FOR INCREASED QUANTITY--SEPARATELY PRICED LINE ITEM (MAR 1989)

The Government may require the delivery of the numbered line items 0005- 0009, identified in the Bid Schedule as option items 1-5, in the quantity and at the price stated in the Bid Schedule. The Contracting Officer may exercise the option by written modification to the Contractor within 120 calendar days from the date specified in the solicitation for receipt of bids. Delivery of added items shall continue at the same rate that like items are called for under the contract, unless the parties otherwise agree.

(End of clause)

52.219-8 UTILIZATION OF SMALL BUSINESS CONCERNS (MAY 2004)

(a) It is the policy of the United States that small business concerns, veteran-owned small business concerns, service-disabled veteran-owned small business concerns, HUBZone small business concerns, small disadvantaged business concerns, and women-owned small business concerns shall have the maximum practicable opportunity to participate in performing contracts let by any Federal agency, including contracts and subcontracts for subsystems, assemblies, components, and related services for major systems. It is further the policy of the United States that its prime contractors establish procedures to ensure the timely payment of amounts due pursuant to the terms of their subcontracts with small business concerns, veteran-owned small business concerns, service-disabled veteran-owned small business concerns, HUBZone small business concerns, small disadvantaged business concerns, and women-owned small business concerns.

(b) The Contractor hereby agrees to carry out this policy in the awarding of subcontracts to the fullest extent consistent with efficient contract performance. The Contractor further agrees to cooperate in any studies or surveys as may be conducted by the United States Small Business Administration or the awarding agency of the United States as may be necessary to determine the extent of the Contractor's compliance with this clause.

Definitions. As used in this contract--

HUBZone small business concern means a small business concern that appears on the List of Qualified HUBZone Small Business Concerns maintained by the Small Business Administration.

Service-disabled veteran-owned small business concern--

(1) Means a small business concern--

CLAUSES INCORPORATED BY FULL TEXT

52.211-10 COMMENCEMENT, PROSECUTION, AND COMPLETION OF WORK (APR 1984)

(a) The Contractor shall be required to (1) commence work under this contract within **TEN (10)** calendar days after the date the Contractor receives the notice to proceed, (2) prosecute the work diligently, and (3) complete the entire work ready for use not later than **FIVE HUNDRED FORTY (540) CALENDAR DAYS** after the date the contractor receives the notice to proceed. The time stated for completion shall include final cleanup of the premises.

(b) COMPLETION TIME FOR OPTION 1 -- GRADING LANDING ZONE, LANDING ZONE END TURNAROUNDS AND APRON.

(1) If Option 1 is awarded at the same time the Base Schedule line items are awarded, the Contractor shall commence work on this option within ten (10) calendar days after the date the Contractor receives Notice to Proceed, prosecute the work diligently, and concurrently with other Base Line Items, and complete the entire work included in this item ready for use within two hundred thirty (230) calendar days after the date the Contractor receives the notice to proceed.

(2) If Option 1 is awarded by modification after the time of the contract award, the Contractor shall commence work on this option within ten (10) calendar days after the date the Contractor receives the contract modification awarding the option, prosecute the work diligently, and complete the entire work included in this item ready for use within two hundred thirty (230) calendar days after the date the Contractor receives the contract modification awarding the option.

(3) The time stated for completion shall include final clean-up of the premises, seeding an/or sodding.

(c) EXCEPTION TO COMPLETION TIME: In the event the Contracting Officer determines that seeding or sodding is not feasible during the completion time(s) stated above, the Contractor shall accomplish such seeding or sodding in the first planting period following the contract completion time. See specification section 02921 for seeding and sodding requirements. The contract planting season for seeding and sodding is April 15 - July 30.

(End of clause)

52.211-12 LIQUIDATED DAMAGES--CONSTRUCTION (SEP 2000)

(a) If the Contractor fails to complete the work within the time specified in the contract, the Contractor shall pay liquidated damages to the Government in the amount of **ONE THOUSAND NINE HUNDRED DOLLARS AND NO CENTS (\$1,900.00)** for each calendar day of delay until the work is completed or accepted.

(b) If Option 1 is awarded, and the Contractor fails to complete the work on this option within the time specified in the contract, the Contractor shall pay liquidated damages to the Government in the amount of ONE THOUSAND NINE HUNDRED DOLLARS AND NO CENTS (\$1,900.00) for each calendar day of delay until the work on Option 1 is completed or accepted. The liquidated damages for Option 1 are separate from, and independent of, the liquidated damages for all other work under this contract.

(c) If the Government terminates the Contractor's right to proceed, liquidated damages will continue to accrue until the work is completed. These liquidated damages are in addition to excess costs of repurchase under the Termination clause.

(End of clause)

52.236-1 PERFORMANCE OF WORK BY THE CONTRACTOR (APR 1984)

The Contractor shall perform on the site, and with its own organization, work equivalent to at least **THIRTY**

PERCENT (30%) of the total amount of work to be performed under the contract. This percentage may be reduced by a supplemental agreement to this contract if, during performing the work, the Contractor requests a reduction and the Contracting Officer determines that the reduction would be to the advantage of the Government.

(End of clause)

252.236-7001 CONTRACT DRAWINGS, MAPS, AND SPECIFICATIONS (AUG 2000)

(a) The Government will provide to the Contractor, without charge, one set of contract drawings and specifications, except publications incorporated into the technical provisions by reference, in electronic or paper media as chosen by the Contracting Officer.

(b) The Contractor shall--

- (1) Check all drawings furnished immediately upon receipt;
- (2) Compare all drawings and verify the figures before laying out the work;
- (3) Promptly notify the Contracting Officer of any discrepancies;
- (4) Be responsible for any errors that might have been avoided by complying with this paragraph (b); and
- (5) Reproduce and print contract drawings and specifications as needed.

(c) In general--

- (1) Large-scale drawings shall govern small-scale drawings; and
- (2) The Contractor shall follow figures marked on drawings in preference to scale measurements.

(d) Omissions from the drawings or specifications or the misdescription of details of work that are manifestly necessary to carry out the intent of the drawings and specifications, or that are customarily performed, shall not relieve the Contractor from performing such omitted or misdescribed details of the work. The Contractor shall perform such details as if fully and correctly set forth and described in the drawings and specifications.

(e) The work shall conform to the specifications and the contract drawings identified on the following index of drawings listed in the **CD-ROM version of the solicitation, plus any changes thereto made by amendment.**

(End of clause)

SECTION 01451A

CONTRACTOR QUALITY CONTROL
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.

AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM)

ASTM D 3740 (2001) Minimum Requirements for Agencies Engaged in the Testing and/or Inspection of Soil and Rock as Used in Engineering Design and Construction

ASTM E 329 (2000b) Agencies Engaged in the Testing and/or Inspection of Materials Used in Construction

1.2 PAYMENT

Separate payment will not be made for providing and maintaining an effective Quality Control program, and all costs associated therewith shall be included in the applicable unit prices or lump-sum prices contained in the Bidding Schedule.

PART 2 PRODUCTS (Not Applicable)

PART 3 EXECUTION

3.1 GENERAL REQUIREMENTS

The Contractor is responsible for quality control and shall establish and maintain an effective quality control system in compliance with the Contract Clause titled "Inspection of Construction." The quality control system shall consist of plans, procedures, and organization necessary to produce an end product which complies with the contract requirements. The system shall cover all construction operations, both onsite and offsite, and shall be keyed to the proposed construction sequence.

3.2 QUALITY CONTROL PLAN

The Contractor shall furnish for review by the Government, not later than 20 days after receipt of notice to proceed, the Contractor Quality Control (CQC) Plan proposed to implement the requirements of the Contract Clause titled "Inspection of Construction." The plan shall identify personnel, procedures, control, instructions, tests, records, and forms to be used. The Government will consider an interim plan for the first 30 days of operation. Construction will be permitted to begin only after acceptance of the CQC Plan or acceptance of an interim plan applicable to the particular feature of work to be started. Work outside of the features of work included in an accepted interim plan will not be permitted to begin until acceptance of a CQC Plan or another interim plan containing the additional features of work to be started.

3.2.1 Content of the CQC Plan

The CQC Plan shall include, as a minimum, the following to cover all construction operations, both onsite and offsite, including work by subcontractors, fabricators, suppliers, and purchasing agents:

- a. A description of the quality control organization, including a chart showing lines of authority and acknowledgment that the CQC staff shall implement the three phase control system for all aspects of the work specified. The staff shall include a CQC System Manager who shall report to the Project Manager or someone higher in the Contractor's organization. Project Manager in this context shall mean the individual with responsibility for the overall management of the project including quality and production. If the Project Manager and Project Superintendent is the same person, the CQC System Manager shall report to someone higher in the Contractor's organization than the Project Manager.
- b. The name, qualifications (in resume format), duties, responsibilities, and authorities of each person assigned a CQC function.
- c. A copy of the letter to the CQC System Manager signed by an authorized official of the firm which describes the responsibilities and delegates sufficient authorities to adequately perform the functions of the CQC System Manager, including authority to stop work which is not in compliance with the contract. The CQC System Manager shall issue letters of direction to all other various quality control representatives outlining duties, authorities, and responsibilities. Copies of these letters shall also be furnished to the Government.
- d. Procedures for scheduling, reviewing, certifying, and managing submittals, including those of subcontractors, offsite fabricators, suppliers, and purchasing agents. These procedures shall be in accordance with Section 01330 SUBMITTAL PROCEDURES.
- e. Control, verification, and acceptance testing procedures for each specific test to include the test name, specification paragraph requiring test, feature of work to be tested, test frequency, and person responsible for each test. Laboratory facilities shall be approved by the Corps of Engineers Material Testing Center. The Contractor shall incorporate all tests required by the contract (including systems commissioning and operating tests) to derive the above list of testing information which shall be presented in matrix form as part of the CQC Plan. This matrix shall be suitable for use by the Contractor and the Government as a checklist to control testing to be done on the contract. Coordinate any additional test submission or plan requirements for mechanical and electrical systems with the appropriate specialized specification section if applicable.
- f. Procedures for tracking preparatory, initial, and follow-up control phases and control, verification, and acceptance tests including documentation. Provide matrix of preparatory and initial inspections including the specification reference paragraph, the name of the Definable Feature of Work, and spaces for date performed, results, and names of attendees.
- g. Procedures for tracking construction deficiencies from identification through acceptable corrective action. These procedures shall establish verification that identified deficiencies have been corrected.
- h. Reporting procedures, including proposed reporting formats.
- i. A list of the definable features of work. A definable feature of work is a task which is separate and distinct from other tasks, has separate control requirements, and may be identified by different trades or disciplines, or it may be work by the same trade in a different environment. Although each section of the specifications may generally be considered as a definable feature of work, there are frequently more than one definable features under a particular section. This list will be agreed upon during the coordination meeting.
- j. Contractor's plan for training all CQC personnel in the CQC system.

3.2.2 Acceptance of Plan

Acceptance of the Contractor's plan is required prior to the start of construction. Acceptance is conditional and will be predicated on satisfactory performance during the construction. The Government reserves the right to require the Contractor to make changes in his CQC Plan and operations including removal of personnel, as necessary, to obtain the quality specified.

3.2.3 Notification of Changes

After acceptance of the CQC Plan, the Contractor shall notify the Contracting Officer in writing of any proposed change. Proposed changes are subject to acceptance by the Contracting Officer.

3.3 COORDINATION MEETING

After the Preconstruction Conference, before start of construction, and prior to acceptance by the Government of the CQC Plan, the Contractor shall meet with the Contracting Officer or Authorized Representative and discuss the Contractor's quality control system. The CQC Plan shall be submitted for review a minimum of 7 calendar days prior to the Coordination Meeting. During the meeting, a mutual understanding of the system details shall be developed, including the forms for recording the CQC operations, control activities, testing, administration of the system for both onsite and offsite work, and the interrelationship of Contractor's Management and control with the Government's Quality Assurance. Minutes of the meeting shall be prepared by the Government and signed by both the Contractor and the Contracting Officer. The minutes shall become a part of the contract file. There may be occasions when subsequent conferences will be called by either party to reconfirm mutual understandings and/or address deficiencies in the CQC system or procedures which may require corrective action by the Contractor.

3.4 QUALITY CONTROL ORGANIZATION

3.4.1 Personnel Requirements

The requirements for the CQC organization are a CQC System Manager and sufficient number of additional qualified personnel to ensure safety and contract compliance. Personnel identified in the technical provisions as requiring specialized skills to assure the required work is being performed properly will also be included as part of the CQC organization. The Contractor's CQC staff shall maintain a presence at the site at all times during progress of the work and have complete authority and responsibility to take any action necessary to ensure contract compliance. The CQC staff shall be subject to acceptance by the Contracting Officer. The Contractor shall provide adequate office space, filing systems and other resources as necessary to maintain an effective and fully functional CQC organization. Complete records of all letters, material submittals, shop drawing submittals, schedules and all other project documentation shall be promptly furnished to the CQC organization by the Contractor. The CQC organization shall be responsible to maintain these documents and records at the site at all times, except as otherwise acceptable to the Contracting Officer.

3.4.2 CQC System Manager

The Contractor shall identify as CQC System Manager an individual within the onsite work organization who shall be responsible for overall management of CQC and have the authority to act in all CQC matters for the Contractor. The CQC System Manager shall be a graduate engineer, graduate architect, or a graduate of construction management, with a minimum of 2 years construction experience on construction similar to this contract, or a construction person with at least 5 years experience on construction similar to this contract. This CQC System Manager shall be on the site at all times during construction and shall be employed by the prime Contractor. The CQC System Manager shall be assigned no other duties. An alternate for the CQC System Manager shall be identified in the

plan to serve in the event of the System Manager's absence. The requirements for the alternate shall be the same as for the designated CQC System Manager.

3.4.3 CQC Personnel

In addition to CQC personnel specified elsewhere in the contract, the Contractor shall provide as part of the CQC organization specialized personnel to assist the CQC System Manager for the following areas: civil and mechanical. These individuals shall be directly employed by the prime contractor on this project; shall be responsible to the CQC System Manager; shall be physically present at the construction site during work on their areas of responsibility; may be assigned no other duties; and shall have the necessary education and/or experience in accordance with the experience matrix listed herein.

Experience Matrix

Area	Qualifications
a. <u>Electrical</u>	<u>Graduate Electrical Engineer with 2 yrs related experience or person with 5 yrs related experience</u>
b. Civil	Graduate Civil Engineer with 2 years experience in the type of work being performed on this project or person with 5 yrs related experience

3.4.4 Additional Requirement

In addition to the above experience and/or educational requirements, the CQC System Manager, Alternate CQC System Manager, and Superintendent shall have completed the course entitled "Construction Quality Management for Contractors" within the past five years and shall be in possession of a valid certificate of instruction. If the individuals designated as CQC System Manager and Alternate CQC System Manager do not currently meet this training requirement, it is mandatory that the training be successfully completed within ninety calendar days of appointment to the positions of CQC System Manager and Alternate. The Contractor's CQC System Manager and Alternate may be appointed and serve fully in their capacities pending certification, providing all other qualifications are met. If the CQC System Manager or Alternate fails to successfully complete the training, the Contractor shall promptly appoint a new CQC System Manager or Alternate who shall then attend the next available course if he/she does not have a current course certification. The certification is valid for five years at which time retraining is required. If the Contractor needs this training, it will be provided by Government personnel after award of the contract. The cost for the training course shall be borne by the Contractor and will not exceed one hundred dollars (\$100.00) per course, per person. Payment shall be by check in advance of the training. The Contractor shall contact the Contracting Officer upon award of the contract to arrange for course participation.

3.4.5 Organizational Changes

The Contractor shall maintain the CQC staff at full strength at all times. When it is necessary to make changes to the CQC staff, the Contractor shall revise the CQC Plan to reflect the changes and submit the changes to the Contracting Officer for acceptance.

3.5 SUBMITTALS AND DELIVERABLES

Submittals, if needed, shall be made as specified in Section 01330 SUBMITTAL PROCEDURES. The CQC organization shall be responsible for certifying that all

submittals and deliverables are in compliance with the contract requirements. All contractor forms for submitting test results are subject to Contracting Officer approval. The submittals required by Sections 15951A DIRECT DIGITAL CONTROL FOR HVAC; 15990A TESTING, ADJUSTING, AND BALANCING OF HVAC SYSTEMS; or 15995A COMMISSIONING OF HVAC SYSTEMS shall be coordinated with Section 01330 SUBMITTAL PROCEDURES to ensure adequate time is allowed for each type of submittal required.

3.6 CONTROL

Contractor Quality Control is the means by which the Contractor ensures that the construction, to include that of subcontractors and suppliers, complies with the requirements of the contract. At least three phases of control shall be conducted by the CQC System Manager for each definable feature of work as follows:

3.6.1 Preparatory Phase

This phase shall be performed prior to beginning work on each definable feature of work, after all required plans/documents/materials are approved/accepted, and after copies are at the work site. This phase shall include:

- a. A review of each paragraph of applicable specifications, reference codes, and standards. A copy of those sections of referenced codes and standards applicable to that portion of the work to be accomplished in the field shall be made available by the Contractor at the preparatory inspection. These copies shall be maintained in the field and available for use by Government personnel until final acceptance of the work.
- b. A review of the contract drawings.
- c. A check to assure that all materials and/or equipment have been tested, submitted, and approved.
- d. Review of provisions that have been made to provide required control inspection and testing.
- e. Examination of the work area to assure that all required preliminary work has been completed and is in compliance with the contract.
- f. A physical examination of required materials, equipment, and sample work to assure that they are on hand, conform to approved shop drawings or submitted data, and are properly stored.
- g. A review of the appropriate activity hazard analysis to assure safety requirements are met.
- h. Discussion of procedures for controlling quality of the work including repetitive deficiencies. Document construction tolerances and workmanship standards for that feature of work.
- i. A check to ensure that the portion of the plan for the work to be performed has been accepted by the Contracting Officer.
- j. Discussion of the initial control phase.
- k. The Government shall be notified at least 48 hours in advance of beginning the preparatory control phase. This phase shall include a meeting conducted by the CQC System Manager and attended by the superintendent, other CQC personnel (as applicable), and the foreman responsible for the definable feature. The results of the preparatory phase actions shall be documented by separate minutes prepared by the CQC System Manager and attached to the daily CQC report. The Contractor shall instruct applicable workers as to the acceptable level of workmanship required in order to meet contract specifications.

3.6.2 Initial Phase

This phase shall be accomplished at the beginning of a definable feature of work. The following shall be accomplished:

- a. A check of work to ensure that it is in full compliance with contract requirements. Review minutes of the preparatory meeting.
- b. Verify adequacy of controls to ensure full contract compliance. Verify required control inspection and testing.
- c. Establish level of workmanship and verify that it meets minimum acceptable workmanship standards. Compare with required sample panels as appropriate.
- d. Resolve all differences.
- e. Check safety to include compliance with and upgrading of the safety plan and activity hazard analysis. Review the activity analysis with each worker.
- f. The Government shall be notified at least 48 hours in advance of beginning the initial phase. Separate minutes of this phase shall be prepared by the CQC System Manager and attached to the daily CQC report. Exact location of initial phase shall be indicated for future reference and comparison with follow-up phases.
- g. The initial phase shall be repeated for each new crew to work onsite, or any time acceptable specified quality standards are not being met.

3.6.3 Follow-up Phase

Daily checks shall be performed to assure control activities, including control testing, are providing continued compliance with contract requirements, until completion of the particular feature of work. The checks shall be made a matter of record in the CQC documentation. Final follow-up checks shall be conducted and all deficiencies corrected prior to the start of additional features of work which may be affected by the deficient work. The Contractor shall not build upon nor conceal non-conforming work.

3.6.4 Additional Preparatory and Initial Phases

Additional preparatory and initial phases shall be conducted on the same definable features of work if: the quality of on-going work is unacceptable; if there are changes in the applicable CQC staff, onsite production supervision or work crew; if work on a definable feature is resumed after a substantial period of inactivity; or if other problems develop.

3.7 TESTS

3.7.1 Testing Procedure

The Contractor shall perform specified or required tests to verify that control measures are adequate to provide a product which conforms to contract requirements. Upon request, the Contractor shall furnish to the Government duplicate samples of test specimens for possible testing by the Government. Testing includes operation and/or acceptance tests when specified. The Contractor shall procure the services of a Corps of Engineers validated testing laboratory or establish a validated testing laboratory at the project site. The Contractor shall perform the following activities and record and provide the following data:

- a. Verify that testing procedures comply with contract requirements.
- b. Verify that facilities and testing equipment are available and comply with testing standards.

- c. Check test instrument calibration data against certified standards.
- d. Verify that recording forms and test identification control number system, including all of the test documentation requirements, have been prepared.
- e. Results of all tests taken, both passing and failing tests, shall be recorded on the CQC report for the date taken. Specification paragraph reference, location where tests were taken, and the sequential control number identifying the test shall be given. If approved by the Contracting Officer, actual test reports may be submitted later with a reference to the test number and date taken. An information copy of tests performed by an offsite or commercial test facility shall be provided directly to the Contracting Officer. Failure to submit timely test reports as stated may result in nonpayment for related work performed and disapproval of the test facility for this contract. The Contractor shall maintain test logs of all tests performed by Specification Section and type of test.

3.7.2 Testing Laboratories

3.7.2.1 Validation

The testing laboratory for aggregate, concrete, bituminous materials, soil, and rock shall be validated by the Corps of Engineers Materials Testing Center (MTC) for all tests required by the contract. The validation of a laboratory is site specific and cannot be transferred or carried over to a facility at a different location. Any and all costs associated with this validation shall be borne by the Contractor. If the selected laboratory fails the validation, the Contractor shall also be responsible for the costs of each succeeding recheck of the laboratory or the checking of a subsequently selected laboratory. The costs shall be the amounts on the MTC web site at the time the validation procedure is performed. Validation of a laboratory is not granted for the entire laboratory activity, but only of the specific procedures requested by the inspected laboratory. The inspected laboratory has full choice of the procedures to be inspected except that the Quality Assurance portion of ASTM E 329 and tests required by the contract are mandatory to be inspected.

a. Validation Procedures

Validation of a laboratory may consist of either an inspection or audit as defined herein. The MTC determines whether the laboratory will be inspected or audited. Validation of all material testing laboratories shall be performed by the MTC. Validation may be accomplished by one of the following processes:

1. Inspection. Inspection shall be performed by the MTC in accordance with American Society for Testing and Materials (ASTM standards ASTM E 329 and ASTM D 3740.
2. Audit. A laboratory may be validated by auditing if it has been accredited by the Concrete and Cement Reference Laboratory (CCRL) or AASHTO Materials Reference Laboratory (AMRL) within the past two years in accordance with ASTM E 329. Audit shall be performed by the MTC. Inspection by MTC may be required after auditing if one or more of the critical testing procedures required in the project specifications were not included in the CCRL or AMRL inspection report or if there is any concern that the laboratory may not be able to provide required services.

b. Validation Schedule

1. For all laboratories testing aggregate, concrete, bituminous materials, soils, and rock, a validation shall be performed at least every two (2) years, unless extended by the MTC.
2. All laboratories shall be revalidated at any time at the discretion of the Corps of Engineers when conditions are judged to differ

substantially from the conditions when last validated.

c. Validation Process

If a validated laboratory is unavailable for the Contractor elects to use a laboratory which is not validated, the Contractor shall coordinate with the Corps of Engineers Material Testing Center (MTC) in Vicksburg, MS, to obtain validation and pay all associated costs. Point of Contact at MTC is Daniel Leavell, telephone (601) 634-2496, fax (601) 634-4656, e-mail: daniel.a.leavell@erdc.usace.army.mil, at the following address:

U.S. Army Corps of Engineers
Materials Testing Center
Waterways Experiment Station
3909 Halls Ferry Road
Vicksburg, MS 39180-6199

The procedure for Corps of Engineers validation, including qualifications and inspection/audit request forms, is available at the MTC web site:
<http://www.wes.army.mil/SL/MTC/mtc.htm>.

The Contractor shall comply with all requirements on the web site.

The Contractor shall coordinate directly with the MTC to obtain validation. The Contractor is cautioned the validation process is complicated and lengthy, and may require an onsite inspection by MTC staff, correction of identified deficiencies, and the submittal approval of significant documentation. A minimum of 60 days shall be estimated to schedule an inspection/submittal and receive a validation. The Contractor shall be as expeditious and punctual as possible in his coordination and submittal activities with the MTC. The Contractor shall copy the Contracting Officer on all correspondence and submittals to the MTC for purposes of laboratory validation.

3.7.3 Laboratory and Testing Facilities

The Contractor shall provide and maintain all measuring and testing devices, laboratory equipment, instruments, transportation, and supplies necessary to accomplish the required testing. All measuring and testing devices shall be calibrated at established intervals against certified standards. The Contractor's measuring and testing equipment shall be made available for use by the Government for verification of their accuracy and condition as well as for any inspection or test desired pursuant to the CONTRACT CLAUSE titled "Inspection of Construction". The Government reserves the right to utilize the Contractor's control testing laboratory and equipment to make assurance tests, and to check the Contractor's testing procedures, techniques, and test results at no additional cost to the Government. The location of the laboratory shall be convenient to the site such that test results are available prior to proceeding with the next sequential phase of the work.

3.7.4 Furnishing or Transportation of Samples for Testing

Costs incidental to the transportation of samples or materials shall be borne by the Contractor. Samples of materials for test verification and acceptance testing by the Government shall be delivered to the Government-contract laboratory designated by the Area Office. Coordination for each specific test, exact delivery location, and dates will be made through the Area Office.

3.8 COMPLETION INSPECTION

3.8.1 Punch-Out Inspection

Near the end of the work, or any increment of the work established by a time stated in the Clause, "Commencement, Prosecution, and Completion of Work", or elsewhere in the Contract, the CQC Manager shall conduct an inspection of the work. A punch list of items which do not conform to the approved drawings and specifications shall be prepared and included in the CQC documentation, as

required by paragraph DOCUMENTATION. The list of deficiencies shall include the estimated date by which the deficiencies will be corrected. The CQC System Manager or staff shall make a second inspection to ascertain that all deficiencies have been corrected. Once this is accomplished, the Contractor shall notify the Government that the facility is ready for the Government Pre-Final inspection.

3.8.2 Pre-Final Inspection

The Government will perform the pre-final inspection to verify that the facility is complete and ready to be occupied. A Government Pre-Final Punch List may be developed as a result of this inspection. The Contractor's CQC System Manager shall ensure that all items on this list have been corrected before notifying the Government, so that a Final inspection with the customer can be scheduled. Any items noted on the Pre-Final inspection shall be corrected in a timely manner. These inspections and any deficiency corrections required by this paragraph shall be accomplished within the time slated for completion of the entire work or any particular increment of the work if the project is divided into increments by separate completion dates.

3.8.3 Final Acceptance Inspection

The Contractor's Quality Control Inspection personnel, plus the superintendent or other primary management person, and the Contracting Officer's Representative shall be in attendance at the final acceptance inspection. Additional personnel including, but not limited to, those from the User, Customer, or Owner, and major commands may also be in attendance. The final acceptance inspection will be formally scheduled by the Contracting Officer based upon results of the Pre-Final inspection. Notice shall be given to the Contracting Officer at least 14 days prior to the final acceptance inspection and shall include the Contractor's assurance that all specific items previously identified to the Contractor as being unacceptable, along with all remaining work performed under the contract, will be complete and acceptable by the date scheduled for the final acceptance inspection. Failure of the Contractor to have all contract work acceptably complete for this inspection will be cause for the Contracting Officer to bill the Contractor for the Government's additional inspection cost in accordance with the contract clause titled "Inspection of Construction".

3.9 DOCUMENTATION

The Contractor shall maintain current records providing factual evidence that required quality control activities and/or tests have been performed. These records shall include the work of subcontractors and suppliers and shall be on an acceptable form that includes, as a minimum, the following information:

- a. Contractor/subcontractor and their area of responsibility.
- b. Operating plant/equipment with hours worked, idle, or down for repair.
- c. Work performed each day, giving location, description, and by whom. When Network Analysis (NAS) is used, identify each phase of work performed each day by NAS activity number.
- d. Test and/or control activities performed with results and references to specifications/drawings requirements. The control phase shall be identified (Preparatory, Initial, Follow-up). List of deficiencies noted, along with corrective action.
- e. Quantity of materials received at the site with statement as to acceptability, storage, and reference to specifications/drawings requirements.
- f. Submittals and deliverables reviewed, with contract reference, by whom, and action taken.
- g. Offsite surveillance activities, including actions taken.

- h. Job safety evaluations stating what was checked, results, and instructions or corrective actions.
- i. Instructions given/received and conflicts in plans and/or specifications.
- j. Contractor's verification statement.

These records shall indicate a description of trades working on the project; the number of personnel working; weather conditions encountered; and any delays encountered. These records shall cover both conforming and deficient features and shall include a statement that equipment and materials incorporated in the work and workmanship comply with the contract. The original and one copy, both signed, of these records in report form shall be furnished to the Government daily within 24 hours after the date covered by the report, except that reports need not be submitted for days on which no work is performed. As a minimum, one report shall be prepared and submitted for every 7 days of no work and on the last day of a no work period. All calendar days shall be accounted for throughout the life of the contract. The first report following a day of no work shall be for that day only. Reports shall be signed and dated by the CQC System Manager. The report from the CQC System Manager shall include copies of test reports and copies of reports prepared by all subordinate quality control personnel.

3.10 NOTIFICATION OF NONCOMPLIANCE

The Contracting Officer will notify the Contractor of any detected noncompliance with the foregoing requirements. The Contractor shall take immediate corrective action after receipt of such notice. Such notice, when delivered to the Contractor at the work site, shall be deemed sufficient for the purpose of notification. If the Contractor fails or refuses to comply promptly, the Contracting Officer may issue an order stopping all or part of the work until satisfactory corrective action has been taken. No part of the time lost due to such stop orders shall be made the subject of claim for extension of time or for excess costs or damages by the Contractor.

-- End of Section --

SECTION 02300A

EARTHWORK
12/97

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.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
(AASHTO)

AASHTO T 180	(1997) Moisture-Density Relations of Soils Using a 4.54-kg (10-lb) Rammer and an 457 mm (18-in) Drop
AASHTO T 224	(1996) Correction for Coarse Particles in the Soil Compaction Test

AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM)

ASTM C 136	(1996a) Sieve Analysis of Fine and Coarse Aggregates
ASTM D 422	(1963; R 1998) Particle-Size Analysis of Soils
ASTM D 1140	(1997) Amount of Material in Soils Finer than the No. 200 (75-micrometer) Sieve
ASTM D 1556	(1990; R 1996e1) Density and Unit Weight of Soil in Place by the Sand-Cone Method
ASTM D 1557	(1991; R 1998) Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/cu. ft. (2,700 kN-m/cu. m.))
ASTM D 2167	(1994) Density and Unit Weight of Soil in Place by the Rubber Balloon Method
ASTM D 2487	(1998) Classification of Soils for Engineering Purposes (Unified Soil Classification System)
ASTM D 2922	(1996e1) Density of Soil and Soil-Aggregate in Place by Nuclear Methods (Shallow Depth)
ASTM D 3017	(1988; R 1996e1) Water Content of Soil and Rock in Place by Nuclear Methods (Shallow Depth)
ASTM D 4318	(1998) Liquid Limit, Plastic Limit, and Plasticity Index of Soils

1.2 DEFINITIONS

1.2.1 Satisfactory Materials

Satisfactory materials shall comprise any materials classified by ASTM D 2487 as GW, GP, GM, GP-GM, GW-GM, GC, GP-GC, GM-GC, SW, SP, SM, SW-SM, SC, SW-SC, SP-SM, SP-SC, CL, ML, CL-ML, CH, and MH. Satisfactory materials for grading shall be comprised of stones less than 8 inches, except for fill material for pavements

and railroads which shall be comprised of stones less than 3 inches in any dimension.

1.2.2 Unsatisfactory Materials

Materials which do not comply with the requirements for satisfactory materials are unsatisfactory. Unsatisfactory materials also include man-made fills; trash; refuse; backfills from previous construction; and material classified as satisfactory which contains root and other organic matter or frozen material. Otherwise suitable material which contains excess moisture will not be classified as unsuitable material unless it cannot be dried by manipulation, aeration, or blending with other material (i.e., dry soil, fly ash, lime, etc.) as approved by the Contracting Officer. The Contracting Officer shall be notified of any contaminated materials.

1.2.3 Cohesionless and Cohesive Materials

Cohesionless materials include materials classified in ASTM D 2487 as GW, GP, SW, and SP. Cohesive materials include materials classified as GC, SC, ML, CL, MH, and CH. Materials classified as GM, GP-GM, GW-GM, SM, SP-SM, and SW-SM will be identified as cohesionless only when the fines are nonplastic. Testing required for classifying materials shall be in accordance with ASTM D 4318, ASTM C 136, ASTM D 422, and ASTM D 1140.

1.2.4 Degree of Compaction

Degree of compaction required, except as noted in the second sentence, is expressed as a percentage of the maximum density obtained by the test procedure presented in ASTM D 1557 abbreviated as a percent of laboratory maximum density. Since ASTM D 1557 applies only to soils that have 30 percent or less by weight of their particles retained on the 3/4 inch sieve, the degree of compaction for material having more than 30 percent by weight of their particles retained on the 3/4 inch sieve shall be expressed as a percentage of the maximum density in accordance with AASHTO T 180 Method D and corrected with AASHTO T 224. To maintain the same percentage of coarse material, the "remove and replace" procedure as described in the NOTE 8 in Paragraph 7.2 of AASHTO T 180 shall be used.

1.2.5 Expansive Soils

Expansive soils are defined as soils having a liquid limit equal to or greater than 50 and a plasticity index equal to or greater than 18 when tested in accordance with ASTM D 4318.

1.3 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

Earthwork; G, RE.

Procedure and location for disposal of unused satisfactory material. Proposed source of borrow material.

Notification of encountering rock in the project.

Advance notice on the opening of excavation or borrow areas.

Advance notice on shoulder construction for rigid pavements.

SD-06 Test Reports

Testing; G, RE.

Within 24 hours of conclusion of physical tests, 3 copies of test results, including calibration curves and results of calibration tests.

SD-07 Certificates

Testing; G, RE.

Qualifications of the commercial testing laboratory or Contractor's testing facilities.

1.4 SUBSURFACE DATA

Subsurface soil boring logs are shown on the drawings. These data represent the best subsurface information available; however, variations may exist in the subsurface between boring locations.

1.5 CLASSIFICATION OF EXCAVATION

No consideration will be given to the nature of the materials, and all excavation will be designated as unclassified excavation.

TEXT DELETED.

1.5.1 Common Excavation

Common excavation shall include the satisfactory removal and disposal of all materials not classified as rock excavation.

1.5.2 Caisson Excavation

Not Used.

1.6 BLASTING

Blasting will not be permitted.

1.7 Unyielding Material

Unyielding material shall consist of rock and gravelly soils with stones greater than 6 inches in any dimension or as defined by the pipe manufacturer, whichever is smaller.

1.8 UTILIZATION OF EXCAVATED MATERIALS

Unsatisfactory materials removed from excavations shall be disposed of in designated waste disposal or spoil areas. Satisfactory material removed from excavations shall be used, insofar as practicable, in the construction of fills, embankments, subgrades, shoulders, bedding (as backfill), and for similar purposes. No satisfactory excavated material shall be wasted without specific written authorization. Satisfactory material authorized to be wasted shall be disposed of in designated areas approved for surplus material storage or designated waste areas as directed. Newly designated waste areas on Government-controlled land shall be cleared and grubbed before disposal of waste material thereon. Coarse rock from excavations shall be stockpiled and used for constructing slopes or embankments adjacent to streams, or sides and bottoms of channels and for protecting against erosion. No excavated material shall be disposed of to obstruct the flow of any stream, endanger a partly finished structure, impair the efficiency or appearance of any structure, or be detrimental to the completed work in any way.

PART 2 PRODUCTS (Not Applicable)

PART 3 EXECUTION

3.1 STRIPPING OF TOPSOIL

Where indicated or directed, topsoil shall be stripped to a depth of 6 inches. Topsoil shall be spread on areas already graded and prepared for topsoil, or transported and deposited in stockpiles convenient to areas that are to receive application of the topsoil later, or at locations indicated or specified. Topsoil shall be kept separate from other excavated materials, brush, litter, objectionable weeds, roots, stones larger than 2 inches in diameter, and other materials that would interfere with planting and maintenance operations. Any surplus of topsoil from excavations and grading shall be removed from the site.

3.2 GENERAL EXCAVATION

The Contractor shall perform excavation of every type of material encountered within the limits of the project to the lines, grades, and elevations indicated and as specified. Grading shall be in conformity with the typical sections shown and the tolerances specified in paragraph FINISHING. Satisfactory excavated materials shall be transported to and placed in fill or embankment within the limits of the work. Unsatisfactory materials encountered within the limits of the work shall be excavated below grade and replaced with satisfactory materials as directed. Such excavated material and the satisfactory material ordered as replacement shall be included in excavation. Surplus satisfactory excavated material not required for fill or embankment shall be disposed of in areas approved for surplus material storage or designated waste areas. Unsatisfactory excavated material shall be disposed of in designated waste or spoil areas. During construction, excavation and fill shall be performed in a manner and sequence that will provide proper drainage at all times. Material required for fill or embankment in excess of that produced by excavation within the grading limits shall be excavated from the borrow areas indicated or from other approved areas selected by the Contractor as specified.

3.2.1 Rock Excavation

3.2.1.1 Rock Excavation Requirements

Rock excavation shall include, excavating, grading, and disposing of material classified as rock and shall include the satisfactory removal and disposal of boulders 0.65 cubic yards or more in volume; solid rock; rock material that is in ledges, and bedded deposits. The removal of any concrete or masonry structures, except pavements, exceeding 0.65 cubic yards in volume that may be encountered in the work shall be included in this classification. If at any time during excavation the Contractor encounters material that may be classified as rock excavation, such material shall be uncovered and the Contracting Officer shall be notified by the Contractor. The Contractor shall not proceed with the excavation of this material until the Contracting Officer has classified the materials as common excavation or rock excavation and has taken cross sections as required. Failure on the part of the Contractor to uncover such material, notify the Contracting Officer, and allow ample time for classification and cross sectioning of the undisturbed surface of such material will cause the forfeiture of the Contractor's right of claim to any classification or volume of material to be paid for other than that allowed by the Contracting Officer for the areas of work in which such deposits occur.

3.2.1.2 HISTORICAL INFORMATION

Borings indicate a variable depth to bedrock throughout the project area. It can be anticipated that most of the bedrock is in a decomposed to highly weathered state that can be excavated with typical soil excavation equipment. However, due to the large area of the project site and the natural variability in subsurface conditions, areas requiring rock excavation equipment are likely to be encountered. The Contractor shall ensure sufficient equipment is available to address removal of such material when it is discovered. It is estimated that some rock excavation can be anticipated by the Contractor along utility alignments. Typically, past projects in the area of this project have discovered rock along approximately 30 percent of utility alignment routes. END HISTORICAL

INFORMATION.

3.2.2 Ditches, Gutters, and Channel Changes

Excavation of ditches, gutters, and channel changes shall be accomplished by cutting accurately to the cross sections, grades, and elevations shown. Ditches and gutters shall not be excavated below grades shown. Excessive open ditch or gutter excavation shall be backfilled with satisfactory, thoroughly compacted, material or with suitable stone or cobble to grades shown. Material excavated shall be disposed of as shown or as directed, except that in no case shall material be deposited less than 4 feet from the edge of a ditch. The Contractor shall maintain excavations free from detrimental quantities of leaves, brush, sticks, trash, and other debris until final acceptance of the work.

3.2.3 Drainage Structures

Excavations shall be made to the lines, grades, and elevations shown, or as directed. Trenches and foundation pits shall be of sufficient size to permit the placement and removal of forms for the full length and width of structure footings and foundations as shown. Rock or other hard foundation material shall be cleaned of loose debris and cut to a firm, level, stepped, or serrated surface. Loose disintegrated rock and thin strata shall be removed. When concrete or masonry is to be placed in an excavated area, the bottom of the excavation shall not be disturbed. Excavation to the final grade level shall not be made until just before the concrete or masonry is to be placed. Where pile foundations are to be used, the excavation of each pit shall be stopped at an elevation 1 foot above the base of the footing, as specified, before piles are driven. After the pile driving has been completed, loose and displaced material shall be removed and excavation completed, leaving a smooth, solid, undisturbed surface to receive the concrete or masonry.

3.3 SELECTION OF BORROW MATERIAL

Borrow material shall be selected to meet the requirements and conditions of the particular fill or embankment for which it is to be used. Borrow material shall be obtained from the borrow areas shown or from other approved sources, either private or within the limits of the project site, selected by the Contractor. The Contractor shall obtain from the owners the right to procure material, pay royalties and other charges involved, and bear the expense of developing the sources, including rights-of-way for hauling. Borrow obtained from a non-Government owned source shall be certified by the borrow source owner that the material therein obtained does not contain any contaminants at levels regulated by local, State, or Federal agencies. Borrow material from approved sources on Government-controlled land may be obtained without payment of royalties. Unless specifically provided, no borrow shall be obtained within the limits of the project site without prior written approval. Necessary clearing, grubbing, and satisfactory drainage of borrow pits and the disposal of debris thereon shall be considered related operations to the borrow excavation.

3.4 OPENING AND DRAINAGE OF EXCAVATION AND BORROW PITS

Except as otherwise permitted, borrow pits and other excavation areas shall be worked while constantly providing and maintaining adequate drainage. Overburden and other spoil material shall be transported to designated spoil areas or otherwise disposed of as directed. Borrow pits shall be neatly trimmed and drained after the excavation is completed. Slopes of the completed borrow area shall be smoothed and rounded. No steps, vertical cuts, or irregular surfaces shall remain on any of the borrow source faces and no slopes shall remain steeper than 3H:1V. All portions of the former borrow area shall be sloped to drain and shall not pool collected moisture. The Contractor shall ensure that excavation of any area, operation of borrow pits, or dumping of spoil material results in minimum detrimental effects on natural environmental conditions.

3.5 GRADING AREAS

Where indicated, work will be divided into grading areas within which

satisfactory excavated material shall be placed in embankments, fills, and required backfills. The Contractor shall not haul satisfactory material excavated in one grading area to another grading area except when so directed in writing.

3.6 BACKFILL

Backfill adjacent to any and all types of structures shall be placed and compacted as specified in Section: EXCAVATION, FILLING AND BACKFILLING FOR BUILDINGS. Ground surface on which backfill is to be placed shall be prepared as specified in paragraph PREPARATION OF GROUND SURFACE FOR EMBANKMENTS. Compaction requirements for backfill materials shall also conform to the applicable portions of paragraphs PREPARATION OF GROUND SURFACE FOR EMBANKMENTS, EMBANKMENTS, and SUBGRADE PREPARATION, and Section 02630 STORM-DRAINAGE SYSTEM; and Section 02316A EXCAVATION, TRENCHING, AND BACKFILLING FOR UTILITIES SYSTEMS. Compaction shall be accomplished by sheepsfoot rollers, pneumatic-tired rollers, steel-wheeled rollers, vibratory compactors, or other approved equipment.

3.7 PREPARATION OF GROUND SURFACE FOR EMBANKMENTS

3.7.1 General Requirements

Ground surface on which fill is to be placed shall be stripped of live, dead, or decayed vegetation, rubbish, debris, and other unsatisfactory material; plowed, disked, or otherwise broken up to a depth of 6 inches; pulverized; moistened or aerated as necessary; thoroughly mixed; and compacted to at least 90 percent laboratory maximum density for cohesive materials or 95 percent laboratory maximum density for cohesionless materials. Areas to be lime-modified shall meet specifications set forth in SECTION 02712A. Compaction shall be accomplished by sheepsfoot rollers, pneumatic-tired rollers, steel-wheeled rollers, vibratory compactors, or other approved equipment. The prepared ground surface shall be scarified and moistened or aerated as required just prior to placement of embankment materials to assure adequate bond between embankment material and the prepared ground surface.

3.7.2 Frozen Material

Embankment shall not be placed on a foundation which contains frozen material, or which has been subjected to freeze-thaw action. This prohibition encompasses all foundation types, including the natural ground, all prepared subgrades (whether in an excavation or on an embankment) and all layers of previously placed and compacted earth fill which become the foundations for successive layers of earth fill. All material that freezes or has been subjected to freeze-thaw action during the construction work, or during periods of temporary shutdowns, such as, but not limited to, nights, holidays, weekends, winter shutdowns, or earthwork operations, shall be removed to a depth that is acceptable to the Contracting Officer and replaced with new material. Alternatively, the material will be thawed, dried, reworked, and recompact to the specified criteria before additional material is placed. The Contracting Officer will determine when placement of fill shall cease due to cold weather. The Contracting Officer may elect to use average daily air temperatures, and/or physical observation of the soils for his determination. Embankment material shall not contain frozen clumps of soil, snow, or ice.

3.8 EMBANKMENTS

3.8.1 Earth Embankments

Earth embankments shall be constructed from satisfactory materials free of organic or frozen material and rocks with any dimension greater than 3 inches. The material shall be placed in successive horizontal layers of loose material not more than 8 inches in depth. Each layer shall be spread uniformly on a soil surface that has been moistened or aerated as necessary, and scarified or otherwise broken up so that the fill will bond with the surface on which it is placed. After spreading, each layer shall be plowed, disked, or otherwise broken up; moistened or aerated as necessary; thoroughly mixed; and compacted as

specified below. The moisture content of cohesive fill or backfill material shall be compacted 0 percent to 3 percent wet of optimum as determined by ASTM D1557 or as specified in Section: EXCAVATION, FILLING OR BACKFILLING FOR BUILDINGS. Each layer shall be compacted before the overlaying lift is placed. Compaction requirements for the upper portion of earth embankments forming subgrade for pavements shall be identical with those requirements specified in paragraph SUBGRADE PREPARATION. Compaction shall be accomplished by sheepsfoot rollers, pneumatic-tired rollers, steel-wheeled rollers, vibratory compactors, or other approved equipment.

3.9 SUBGRADE PREPARATION

3.9.1 Construction

Subgrade shall be shaped to line, grade, and cross section, and compacted as specified. This operation shall include plowing, disking, and any moistening or aerating required to obtain specified compaction. Soft or otherwise unsatisfactory material shall be removed and replaced with satisfactory excavated material or other approved material as directed. Rock encountered in the cut section shall be excavated to a depth of 6 inches below finished grade for the subgrade. Low areas resulting from removal of unsatisfactory material or excavation of rock shall be brought up to required grade with satisfactory materials, and the entire subgrade shall be shaped to line, grade, and cross section and compacted as specified. After rolling, the surface of the subgrade for roadways shall not show deviations greater than 1/2 inch when tested with a 10 foot straightedge applied both parallel and at right angles to the centerline of the area. The elevation of the finish subgrade shall not vary more than 0.05 foot from the established grade and cross section.

3.9.2 Compaction

Compaction shall be accomplished by sheepsfoot rollers, pneumatic-tired rollers, steel-wheeled rollers, vibratory compactors, or other approved equipment. Except for paved areas and railroads, each layer of the embankment shall be compacted to at least 90 percent of laboratory maximum density.

3.9.2.1 Subgrade for Sidewalks, Walking/Running Trails and Misc. Pavements

Subgrades for roads, streets, parking lots, and vehicle hardstands shall conform to Section: LIME-MODIFIED SUBGRADE. Subgrade for pavements/sidewalks, not specified to be lime-modified, shall be compacted to a maximum density of 90 percent for non-expansive, cohesive fill and not less than 95 percent maximum density for non-cohesive fill material per ASTM D 1557. Subgrades to be lime-modified shall be in accordance with SECTION 02712A. Expansive, cohesive soils shall be compacted to a minimum 92 percent and a maximum 95 percent of the maximum density and at a moisture content 3 to 6 percentage points wet of optimum moisture content per ASTM D 1557. When more than one soil classification is present in the subgrade, the top 6 inches of subgrade shall be scarified, windrowed, thoroughly blended, reshaped, and compacted.

3.10 SHOULDER CONSTRUCTION

Shoulders shall be constructed of satisfactory excavated or borrow material or as otherwise shown or specified. Shoulders shall be constructed as soon as possible after adjacent paving is complete, but in the case of rigid pavements, shoulders shall not be constructed until permission of the Contracting Officer has been obtained. The entire shoulder area shall be compacted to at least the percentage of maximum density as specified in paragraph SUBGRADE PREPARATION above, for specific ranges of depth below the surface of the shoulder. Compaction shall be accomplished by sheepsfoot rollers, pneumatic-tired rollers, steel-wheeled rollers, vibratory compactors, or other approved equipment. Shoulder construction shall be done in proper sequence in such a manner that adjacent ditches will be drained effectively and that no damage of any kind is done to the adjacent completed pavement. The completed shoulders shall be true to alignment and grade and shaped to drain in conformity with the cross section shown.

3.11 FINISHING

The surface of excavations, embankments, and subgrades shall be finished to a smooth and compact surface in accordance with the lines, grades, and cross sections or elevations shown. The degree of finish for graded areas shall be within 0.1 foot of the grades and elevations indicated except that the degree of finish for subgrades shall be specified in paragraph SUBGRADE PREPARATION. Gutters and ditches shall be finished in a manner that will result in effective drainage. The surface of areas to be turfed shall be finished to a smoothness suitable for the application of turfing materials.

3.12 PLACING TOPSOIL

On areas to receive topsoil and areas to be seeded, the compacted subgrade soil shall be scarified to a 2 inch depth for bonding of topsoil with subsoil. Topsoil then shall be spread evenly to a thickness of 4 inches and graded to the elevations and slopes shown. Topsoil shall not be spread when frozen or excessively wet or dry. Material required for topsoil in excess of that produced by excavation within the grading limits shall be obtained from offsite areas.

3.13 TESTING

Testing shall be performed by an approved commercial testing laboratory or by the Contractor subject to approval. If the Contractor elects to establish testing facilities, no work requiring testing will be permitted until the Contractor's facilities have been inspected and approved by the Contracting Officer. Field in-place density shall be determined in accordance with ASTM D 1556, ASTM D 2167, or ASTM D 2922. When ASTM D 2922 is used, the calibration curves shall be checked and adjusted using only the sand cone method as described in ASTM D 1556.

ASTM D 2922 results in a wet unit weight of soil and when using this method ASTM D 3017 shall be used to determine the moisture content of the soil. The calibration curves furnished with the moisture gauges shall also be checked along with density calibration checks as described in ASTM D 3017; the calibration checks of both the density and moisture gauges shall be made at the beginning of a job on each different type of material encountered and at intervals as directed by the Contracting Officer. When test results indicate, as determined by the Contracting Officer, that compaction is not as specified, the material shall be removed, replaced and recompacted to meet specification requirements. Tests on recompacted areas shall be performed to determine conformance with specification requirements. Inspections and test results shall be certified by a registered professional civil engineer. These certifications shall state that the tests and observations were performed by or under the direct supervision of the engineer and that the results are representative of the materials or conditions being certified by the tests. The following number of tests, if performed at the appropriate time, will be the minimum acceptable for each type operation.

3.13.1 Fill and Backfill Material Gradation

One test per 1000 cubic yards stockpiled or in-place source material. Gradation of fill and backfill material shall be determined in accordance with ASTM D 422.

3.13.2 In-Place Densities

- a. One test per 10,000 square feet, or fraction thereof, of each lift of fill or backfill areas compacted by other than hand-operated machines.
- b. One test per 1000 linear feet, or fraction thereof, of each lift of embankment or backfill for roads.

3.13.3 Check Tests on In-Place Densities

If ASTM D 2922 is used, in-place densities shall be checked by ASTM D 1556 as follows:

Confirmation testing at a ratio no greater than of 10:1 or twice per day, whichever is more frequent.

3.13.4 Moisture Contents

In the stockpile, excavation, or borrow areas, a minimum of two tests per day per type of material or source of material being placed during stable weather conditions shall be performed. During unstable weather, tests shall be made as dictated by local conditions and approved by the Contracting Officer.

3.13.5 Optimum Moisture and Laboratory Maximum Density

Tests shall be made for each type material or source of material including borrow material to determine the optimum moisture and laboratory maximum density values.

3.13.6 Tolerance Tests for Subgrades

Continuous checks on the degree of finish specified in paragraph SUBGRADE PREPARATION shall be made during construction of the subgrades.

3.14 SUBGRADE AND EMBANKMENT PROTECTION

During construction, embankments and excavations shall be kept shaped and drained. Ditches and drains along subgrades shall be maintained to drain effectively at all times. The finished subgrade shall not be disturbed by traffic or other operations and shall be protected and maintained by the Contractor in a satisfactory condition until ballast, subbase, base, or pavement is placed. The storage or stockpiling of materials on the finished subgrade will not be permitted. No subbase, base course, ballast, or pavement shall be laid until the subgrade has been checked and approved, and in no case shall subbase, base, surfacing, pavement, or ballast be placed on a muddy, spongy, or frozen subgrade.

-- End of Section --

SECTION 02620A
SUBDRAINAGE SYSTEM
09/01

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.

ASTM INTERNATIONAL (ASTM)

ASTM A 123/A 123M	(2002) Zinc (Hot-Dip Galvanized) Coatings on Iron and Steel Products
ASTM A 48/A 48M	(2000) Gray Iron Castings
ASTM A 536	(1984; R 1999e1) Ductile Iron Castings
ASTM C 231	(2003) Air Content of Freshly Mixed Concrete by the Pressure Method
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
ASTM D 5034	(1995; R 2001) Breaking Strength and Elongation of Textile Fabrics (Grab Test)
ASTM F 405	(1997) Corrugated Polyethylene (PE) Tubing and Fittings

1.2 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-04 Samples

Filter Fabric; G, AE
Pipe for Subdrains; G, AE

Samples of filter fabric, pipe, and pipe fittings, before starting the work.

SD-07 Certificates

Filter Fabric; G
Pipe for Subdrains; G
Frame, Cover and Gratings

Certifications from the manufacturers attesting that materials meet specification requirements. Certificates are required for drain pipe,

drain tile, fittings, and filter fabric. Certified proof test results demonstrating the ability of frame and cover or gratings to carry the imposed live load.

1.3 DELIVER, STORAGE, AND HANDLING

1.3.1 Delivery and Storage

Materials delivered to site shall be inspected for damage, unloaded, and stored with minimum handling. Materials shall not be stored directly on the ground. The inside of pipes and fittings shall be kept free of dirt and debris. During shipment and storage, filter fabric shall be wrapped in burlap or similar heavy duty protective covering. The storage area shall protect the fabric from mud, soil, dust, and debris. Filter fabric materials that are not to be installed immediately shall not be stored in direct sunlight. Plastic pipe shall be installed within 6 months from the date of manufacture unless otherwise approved.

1.3.2 Handling

Materials shall be handled in such a manner as to insure delivery to the trench in sound undamaged condition. Pipe shall be carried and not dragged to the trench.

PART 2 PRODUCTS

2.1 PIPE FOR SUBDRAINS

Pipe for subdrains shall be of the types and sizes indicated.

2.1.1 Drain Tile

2.1.2 Plastic Pipe

Plastic pipe shall contain ultraviolet inhibitor to provide protection from exposure to direct sunlight.

2.1.2.1 Corrugated Polyethylene (PE) Pipe and Fittings

Use ASTM F 405 for pipes 3 to 6 inches in diameter, inclusive. Fittings shall be manufacturer's standard type and shall conform to the indicated specification.

2.1.2.2 Pipe Perforations

Water inlet area shall be a minimum of 0.5 square inch per linear foot. Manufacturer's standard perforated pipe which essentially meets these requirements may be substituted with prior approval of the Contracting Officer.

- a. Circular Perforations in Plastic Pipe: Circular holes shall be cleanly cut not more than 3/8 inch) or less than 3/16 inch in diameter and arranged in rows parallel to the longitudinal axis of the pipe. Perforations shall be approximately 3 inches center-to-center along rows. The rows shall be approximately 1-1/2 inches apart and arranged in a staggered pattern so that all perforations lie at the midpoint between perforations in adjacent rows. The rows shall be spaced over not more than 155 degrees of circumference. The spigot or tongue end of the pipe shall not be perforated for a length equal to the depth of the socket, and perforations shall continue at uniform spacing over the entire length of the pipe.
- b. Slotted Perforations in Plastic Pipe: Circumferential slots shall be cleanly cut so as not to restrict the inflow of water and uniformly spaced along the length and circumference of the tubing. Width of slots shall not exceed 1/8 inch nor be less than 1/32 inch. The length of individual slots shall not exceed 1-1/4 inches on 3 inch diameter tubing, 10 percent of the tubing inside nominal circumference on 4 to 8 inch diameter tubing, and 2-1/2 inches on 10 inch diameter tubing.

Rows of slots shall be symmetrically spaced so that they are fully contained in 2 quadrants of the pipe. Slots shall be centered in the valleys of the corrugations of profile wall pipe.

2.2 FILTER FABRIC

Filter fabric shall be a pervious sheet of polyester, nylon, or polypropylene filaments woven or otherwise formed into a uniform pattern with distinct and measurable openings. The filter fabric shall provide an equivalent opening size (AOS) no finer than the US Standard Sieve No. 100 and no coarser than the US Standard Sieve No. 70. AOS is defined as the number of the US Standard sieve having openings closest in size to the filter fabric openings. The filaments shall consist of a long-chain synthetic polymer composed of at least 85 percent by weight of propylene, ethylene, or vinylidene-chloride, and shall contain stabilizers and/or inhibitors added to the base plastic to make the filaments resistant to deterioration due to ultraviolet and heat exposure. The fabric shall have a minimum physical strength of 100 pounds per inch in any direction when tested in accordance with ASTM D 5034 using the grab test method with 1 square inch jaws and a constant rate of travel of 12 inches per minute. Elongation at failure shall be between 30 and 70 percent. The fabric shall be constructed so that the filaments will retain their relative position with respect to each other. The edges of the fabric shall be selvaged or otherwise finished to prevent the outer material from pulling away from the fabric.

2.3 DRAINAGE STRUCTURES

2.3.1 Concrete

Except for precast concrete, reinforcement shall conform to the requirements in Section 03300 CAST-IN-PLACE STRUCTURAL CONCRETE. The concrete mixtures shall have air content, by volume of concrete, based on measurements made immediately after discharge from the mixer of 5 to 7 percent when coarse-aggregate maximum size is 1-1/2 inches or smaller. Air content shall be determined in accordance with ASTM C 231. The concrete covering over steel reinforcing shall be not less than 1 inch thick for covers and not less than 1-1/2 inches thick for walls and flooring. Concrete covering deposited directly against the ground shall be at least 3 inches thick between the steel and the ground. Expansion-joint filler material shall conform to ASTM D 1751 or ASTM D 1752.

2.3.2 Mortar

Mortar for pipe joints and connections to other drainage structures shall be composed of one part by volume of portland cement and two parts of sand. The quantity of water in the mixture shall be sufficient to produce a stiff workable mortar. Water shall be clean and free of injurious acids, alkalies, and organic impurities. The mortar shall be used within 30 minutes from the time the ingredients are mixed with water.

2.3.3 Manholes and Appurtenances

2.3.3.1 Frame, Covers and Gratings

Frame shall be cast gray iron, ASTM A 48/A 48M, Class 35B; or cast ductile iron, ASTM A 536, Grade 65-45-12. Solid cover and gratings shall be cast ductile iron conforming to ASTM A 536, Grade 65-45-12. All frames, covers and gratings shall be proof tested to a load 188,000 lbs applied on a 9"x9" area. Frames, covers, or gratings with cracks or detrimental permanent distortion shall be rejected. Weight, shape, size, and waterway openings for covers and grates shall be as indicated on the plans.

2.3.3.2 Steel Ladder

A steel ladder shall be provided where the depth of a manhole exceeds 12 feet. The ladder will be not less than 16 inches in width, with 3/4 inch diameter rungs spaced 12 inches apart. The two stringers shall be a minimum 3/8 inch thick and 2 inches wide. Ladder shall be adequately anchored to the wall by means of steel inserts spaced not more than 6 feet apart vertically, and shall be so installed as to provide at least 6 inches of space between the wall and

the rungs. Ladders and inserts shall be galvanized after fabrication in conformance with ASTM A 123/A 123M. The wall along the line of the ladder shall be vertical for its entire length.

2.4 SUBDRAIN FILTER AND BEDDING MATERIAL

Subdrain filtermaterial shall be the same material used for the the drainage layer. Filter materials shall be clean and free from soil and foreign materials. Filter blankets found to be dirty or otherwise contaminated shall be removed and replaced with material meeting the specific requirements, at no additional cost to the Government.

PART 3 EXECUTION

3.1 EXCAVATION AND BEDDING FOR SUBDRAIN SYSTEMS

Trenching and excavation, including the removal of rock and unstable material, shall be in accordance with Section 02300A EARTHWORK. Bedding material shall be placed in the trench as indicated or as required as replacement materials used in those areas where unstable materials were removed. Compaction of the bedding material shall be as specified for cohesionless material in Section 02300A EARTHWORK.

3.2 MANHOLES AND FLUSHING AND OBSERVATION RISERS

3.2.1 Manholes

Manholes shall be installed complete with frames and covers or gratings at the locations and within the limits and sizes indicated. Manholes shall be constructed as indicated on the drawings and as specified for manholes in paragraph DRAINAGE STRUCTURES. Joints shall be completely filled and shall be smooth and free of surplus mortar or mastic on the inside of the structure. Ladders shall be installed in manholes as indicated. Base for manholes shall be cast-in-place concrete.

3.2.2 Flushing and Observation Risers

Flushing and observation riser pipes with frames and covers shall be installed at the locations indicated. Risers shall be constructed of polyethylene pipe. Joining of riser pipes to the subdrain system shall be as indicated.

3.3 INSTALLATION OF FILTER FABRIC AND PIPE FOR SUBDRAINS

3.3.1 Installation of Filter Fabric

3.3.1.1 TEXT DELETED

TEXT DELETED

3.3.1.2 TEXT DELETED

TEXT DELETED

3.3.1.3 Trench Lining and Overlaps

Trenches to be lined with filter fabric shall be graded to obtain smooth side

and bottom surfaces so that the fabric will not bridge cavities in the soil or be damaged by projecting rock. The fabric shall be laid flat but not stretched on the soil, and it shall be secured with anchor pins. Overlaps shall be at least 12 inches, and anchor pins shall be used along the overlaps.

3.3.2 Installation of Pipe for Subdrains

3.3.2.1 Pipelaying

Each pipe shall be carefully inspected before it is laid. Any defective or damaged pipe shall be rejected. No pipe shall be laid when the trench conditions or weather is unsuitable for such work. Water shall be removed from trenches by sump pumping or other approved methods. The pipe shall be laid to the grades and alignment as indicated. The pipe shall be bedded to the established gradeline. Perforations shall be centered on the bottom of the pipe. Pipes of either the bell-and-spigot type or the tongue-and-groove type shall be laid with the bell or groove ends upstream. All pipes in place shall be approved before backfilling.

3.3.2.2 Jointings

- a. Drain Tile: Drain tile shall be bedded as provided for bell-and-spigot or tongue-and-groove types of pipe and laid with open joints of approximately 1/8 inch width but not over 1/4 inch width. Drain tile shall be protected against the entrance of filter material into the line by the use of filter fabric.
- b. Perforated Corrugated Polyethylene Pipe: Perforated corrugated polyethylene drainage pipe shall be installed in accordance with the manufacturer's specifications and as specified herein. A pipe with physical imperfections shall not be installed. No more than 5 percent stretch in a section will be permitted.

3.4 INSTALLATION OF AND BACKFILLING FOR BLIND OR FRENCH DRAINS

Filter material shall be placed as indicated and compacted as specified for cohesionless materials in Section 02300A EARTHWORK. Filter material shall extend to a suitable outlet or to an outlet through a pipeline as indicated. Overlying backfill material shall be placed and compacted as specified in Section 02300A EARTHWORK.

3.5 INSTALLATION OF FILTER MATERIAL AND BACKFILLING FOR SUBDRAINS

After pipe for subdrains has been laid, inspected, and approved, filter material shall be placed around and over the pipe to the depth indicated. The filter material shall be placed in layers not to exceed 8 inches thick, and each layer shall be thoroughly compacted by mechanical tampers or rammers to obtain the required density. Compaction of filter material and the placement and compaction of overlying backfill material shall be in accordance with the applicable provisions specified in Section 02300A EARTHWORK.

3.6 TESTS

3.6.1 Pipe Test

Strength tests of pipe shall conform to field service test requirements of the Federal Specification, ASTM specification, or AASHTO specification covering the product (paragraph PIPE FOR SUBDRAINS).

3.6.2 JP-4 Fuel Resistance Test

Five unaged fabric samples, 4 (plus or minus 0.2) by 6 (plus or minus 0.2) inches shall be immersed in JP-4 fuel at room temperature for a period of 7 days.

Each sample then shall be tested for tensile strength and elongation in accordance with ASTM D 5034. The strength of the fabric in any direction shall be no less than 85 percent of the strength specified in paragraph FILTER FABRIC.

-- End of Section --

SECTION 02749

HOT-MIX ASPHALT (HMA) FOR AIRFIELDS
03/02

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.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
(AASHTO)

AASHTO MP 1a (2002) Performance Graded Asphalt Binder
AASHTO TP53 (2000) Determining Asphalt Content of Hot Mix Asphalt by the Ignition Method **

AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM)

ASTM C 117 (1995) Materials Finer Than 75 micrometer (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C 1252 (1998) Uncompacted Void Content of Fine Aggregate (as Influenced by Particle Shape, Surface Texture, and Grading)
ASTM C 131 (1996) Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C 136 (1996a) Sieve Analysis of Fine and Coarse Aggregates
ASTM C 566 (1997) Total Evaporable Moisture Content of Aggregate by Drying
ASTM C 88 (1999a) Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM D 140 (2000) Sampling Bituminous Materials
ASTM D 1461 (1985; R 1994) Moisture or Volatile Distillates in Bituminous Paving Mixtures
ASTM D 1559 (1989) Resistance to Plastic Flow of Bituminous Mixtures Using Marshall Apparatus \N(Deleted; continued use without replacement.)
ASTM D 2041 (1995) Theoretical Maximum Specific Gravity and Density of Bituminous Paving Mixtures
ASTM D 2172 (1995) Quantitative Extraction of Bitumen from Bituminous Paving Mixtures
ASTM D 2419 (1995) Sand Equivalent Value of Soils and Fine Aggregate
ASTM D 242 (1995) Mineral Filler for Bituminous Paving Mixtures

ASTM D 2489	(2000) Degree of Particle Coating of Bituminous-Aggregate Mixtures
ASTM D 2726	(2000) Bulk Specific Gravity and Density of Non-Absorptive Compacted Bituminous Mixture
ASTM D 2950	(1997) Density of Bituminous Concrete in Place by Nuclear Method
ASTM D 3203	(1994; R 2000) Percent Air Voids in Compacted Dense and Open Bituminous Paving Mixtures
ASTM D 3665	(1999) Random Sampling of Construction Materials
ASTM D 3666	(2000) Minimum Requirements for Agencies Testing and Inspecting Bituminous Paving Materials
ASTM D 4125	(1994e1) Asphalt Content of Bituminous Mixtures by the Nuclear Method
ASTM D 4791	(1999) Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D 4867/D 4867M	(1996) Effect of Moisture on Asphalt Concrete Paving Mixtures
ASTM D 5444	(1998) Mechanical Size Analysis of Extracted Aggregate
ASTM D 6307	(1998) Asphalt Content of Hot Mix Asphalt by Ignition Method
ASTM D 995	(1995b) Mixing Plants for Hot-Mixed, Hot-Laid Bituminous Paving Mixtures

ASPHALT INSTITUTE (AI)

AI MS-02	(1997) Mix Design Methods for Asphalt Concrete and Other Hot-Mix Types
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STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CDT)

CDT Test 526	(1978) Operation of California Profilograph and Evaluation of Profiles
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U.S. ARMY CORPS OF ENGINEERS (USACE)

COE CRD-C 171	(1995) Test Method for Determining Percentage of Crushed Particles in Aggregate
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1.2 DESCRIPTION OF WORK

The work shall consist of pavement courses composed of mineral aggregate and asphalt material heated and mixed in a central mixing plant and placed on a prepared course. HMA designed and constructed in accordance with this section shall conform to the lines, grades, thicknesses, and typical cross sections shown on the drawings. Each course shall be constructed to the depth, section, or elevation required by the drawings and shall be rolled, finished, and approved before the placement of the next course.

1.3 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

Mix Design; G, EC

Proposed JMF.

Contractor Quality Control; G, EC

Quality control plan.

SD-04 Samples

Asphalt Cement Binder; G, RE

5 gallon sample for mix design verification.

Aggregates; G, RE

Sufficient materials to produce 200 lb of blended mixture for mix design verification.

SD-06 Test Reports

Aggregates; G, EC

QC Monitoring; G, RE

Aggregate and QC test results.

SD-07 Certificates

Asphalt Cement Binder; G, RE

Copies of certified test data.

Testing Laboratory; G, EC

Certification of compliance.

1.4 METHOD OF MEASUREMENT

Measurement of the quantity of hot-mix asphalt, per ton placed and accepted, shall be made for the purposes of assessing the pay factors stipulated in this section.

1.5 BASIS OF PAYMENT

The measured quantity of hot-mixed asphalt will be paid for and included in the lump-sum contract price. If less than 100 percent payment is due based on the pay factors stipulated in paragraph MATERIAL ACCEPTANCE AND PERCENT PAYMENT, a unit price of \$29.00 per ton shall be used for purposes of calculating the payment reduction.

1.6 ASPHALT MIXING PLANT

Plants used for the preparation of hot-mix asphalt shall conform to the requirements of ASTM D 995 with the following changes:

a. Truck Scales. The asphalt mixture shall be weighed on approved scales furnished by the Contractor, or on certified public scales at the Contractor's expense. Scales shall be inspected and sealed at least annually by an approved calibration laboratory.

b. Testing Facilities. The Contractor shall provide laboratory facilities at the plant for the use of the acceptance testing and the Contractor's quality control testing.

c. Inspection of Plant. The shall have access at all times, to all areas of the plant for checking adequacy of equipment; inspecting operation of the plant; verifying weights, proportions, and material properties; checking the temperatures maintained in the preparation of the mixtures and for taking samples. The Contractor shall provide assistance as requested, for the to procure any desired samples.

d. Storage Bins. The asphalt mixture may be stored in non-insulated storage bins for a period of time not exceeding 3 hours. The asphalt mixture may be stored in insulated storage bins for a period of time not exceeding 8 hours. The mix drawn from bins shall meet the same requirements as mix loaded directly into trucks.

1.7 HAULING EQUIPMENT

Trucks used for hauling hot-mix asphalt shall have tight, clean, and smooth metal beds. To prevent the mixture from adhering to them, the truck beds shall be lightly coated with a minimum amount of paraffin oil, lime solution, or other approved material. Petroleum based products shall not be used as a release agent. Each truck shall have a suitable cover to protect the mixture from adverse weather. When necessary to ensure that the mixture will be delivered to the site at the specified temperature, truck beds shall be insulated or heated and covers (tarps) shall be securely fastened.

1.8 ASPHALT PAVERS

Asphalt pavers shall be self-propelled, with an activated screed, heated as necessary, and shall be capable of spreading and finishing courses of hot-mix asphalt which will meet the specified thickness, smoothness, and grade. The paver shall have sufficient power to propel itself and the hauling equipment without adversely affecting the finished surface.

1.8.1 Receiving Hopper

The paver shall have a receiving hopper of sufficient capacity to permit a uniform spreading operation. The hopper shall be equipped with a distribution system to place the mixture uniformly in front of the screed without segregation. The screed shall effectively produce a finished surface of the required evenness and texture without tearing, shoving, or gouging the mixture.

1.8.2 Automatic Grade Controls

If an automatic grade control device is used, the paver shall be equipped with a control system capable of automatically maintaining the specified screed elevation. The control system shall be automatically actuated from either a reference line and/or through a system of mechanical sensors or sensor-directed mechanisms or devices which will maintain the paver screed at a predetermined transverse slope and at the proper elevation to obtain the required surface. The transverse slope controller shall be capable of maintaining the screed at the desired slope within plus or minus 0.1 percent. A transverse slope controller shall not be used to control grade. The controls shall be capable of working in conjunction with any of the following attachments:

- a. Ski-type device of not less than 30 feet in length.
- b. Taut stringline set to grade.
- c. Short ski or shoe for joint matching.
- d. Laser control.

1.9 ROLLERS

Rollers shall be in good condition and shall be operated at slow speeds to avoid displacement of the asphalt mixture. The number, type, and weight of rollers shall be sufficient to compact the mixture to the required density while it is still in a workable condition. Equipment which causes excessive crushing of the aggregate shall not be used.

1.10 WEATHER LIMITATIONS

The hot-mix asphalt shall not be placed upon a wet surface or when the surface temperature of the underlying course is less than specified in Table 1. The temperature requirements may be waived by the , if requested; however, all other requirements, including compaction, shall be met.

Table 1. Surface Temperature Limitations of Underlying Course

Mat Thickness, inches	Degrees F
3 or greater	40
Less than 3	45

PART 2 PRODUCTS

2.1 AGGREGATES

Aggregates shall consist of crushed stone, crushed gravel, crushed slag, screenings, natural sand and mineral filler, as required. The portion of material retained on the No. 4 sieve is coarse aggregate. The portion of material passing the No. 4 sieve and retained on the No. 200 sieve is fine aggregate. The portion passing the No. 200 sieve is defined as mineral filler. All aggregate test results and samples shall be submitted to the at least 14 days prior to start of construction.

2.1.1 Coarse Aggregate

Coarse aggregate shall consist of sound, tough, durable particles, free from films of material that would prevent thorough coating and bonding with the asphalt material and free from organic matter and other deleterious substances. The coarse aggregate particles shall meet the following requirements:

a. The percentage of loss shall not be greater than 40 percent after 500 revolutions when tested in accordance with ASTM C 131.

b. The percentage of loss shall not be greater than 18 percent after five cycles when tested in accordance with ASTM C 88 using magnesium sulfate.

c. At least 75 percent by weight of coarse aggregate shall have at least two or more fractured faces when tested in accordance with COE CRD-C 171. Fractured faces shall be produced by crushing.

d. The particle shape shall be essentially cubical and the aggregate shall not contain more than 20 percent, by weight, of flat and elongated particles (3:1 ratio of maximum to minimum) when tested in accordance with ASTM D 4791.

2.1.2 Fine Aggregate

Fine aggregate shall consist of clean, sound, tough, durable particles. The aggregate particles shall be free from coatings of clay, silt, or any objectionable material and shall contain no clay balls. The fine aggregate particles shall meet the following requirements:

a. The quantity of natural sand (noncrushed material) added to the aggregate blend shall not exceed 15 percent by weight of total aggregate.

b. The individual fine aggregate sources shall have a sand equivalent value greater than 45 when tested in accordance with ASTM D 2419.

c. The fine aggregate portion of the blended aggregate shall have an uncompacted void content greater than 45.0 percent when tested in accordance with ASTM C 1252 Method A.

2.1.3 Mineral Filler

Mineral filler shall be nonplastic material meeting the requirements of ASTM D 242.

2.1.4 Aggregate Gradation

The combined aggregate gradation shall conform to gradations specified in Table 2, when tested in accordance with ASTM C 136 and ASTM C 117, and shall not vary from the low limit on one sieve to the high limit on the adjacent sieve or vice versa, but grade uniformly from coarse to fine.

Table 2. Aggregate Gradations

Sieve Size, inch	Gradation 1	Gradation 2	<u>TEXT DELETED</u>
	Percent Passing by Mass	Percent Passing by Mass	<u>TEXT DELETED</u>
1	100	---	
3/4	76-96	100	
1/2	68-88	76-96	
3/8	60-82	69-89	
No. 4	45-67	53-73	
No. 8	32-54	38-60	<u>TEXT DELETED</u>
No. 16	22-44	26-48	
No. 30	15-35	18-38	
No. 50	9-25	11-27	
No. 100	6-18	6-18	
No. 200	3-6	3-6	

2.2 ASPHALT CEMENT BINDER

Asphalt cement binder shall conform to AASHTO MP 1a Performance Grade (PG)64-22. Test data indicating grade certification shall be provided by the supplier at the time of delivery of each load to the mix plant. Copies of these certifications shall be submitted to the . The supplier is defined as the last source of any modification to the binder. The may sample and test the binder at the mix plant at any time before or during mix production. Samples for this verification testing shall be obtained by the Contractor in accordance with ASTM D 140 and in the presence of the . These samples shall be furnished to the for the verification testing, which shall be at no cost to the Contractor. Samples of the asphalt cement specified shall be submitted for approval not less than 14 days before start of the test section.

2.3 MIX DESIGN

The Contractor shall develop the mix design. The asphalt mix shall be composed of a mixture of well-graded aggregate, mineral filler if required, and asphalt material. The aggregate fractions shall be sized, handled in separate size groups, and combined in such proportions that the resulting mixture meets the grading requirements of the job mix formula (JMF). No hot-mix asphalt for payment shall be produced until a JMF has been approved. The hot-mix asphalt shall be designed using procedures contained in AI MS-02 and the criteria shown in Table 3. If the Tensile Strength Ratio (TSR) of the composite mixture, as determined by ASTM D 4867/D 4867M is less than 75, the aggregates shall be rejected or the asphalt mixture treated with an approved anti-stripping agent. The amount of anti-stripping agent added shall be sufficient to produce a TSR of not less than 75. If an antistrip agent is required, it shall be provided by the Contractor at no additional cost. Sufficient materials to produce 200 pound of

blended mixture shall be provided to the for verification of mix design at least 14 days prior to construction of test section.

2.3.1 JMF Requirements

The job mix formula shall be submitted in writing by the Contractor for approval at least 14 days prior to the start of the test section and shall include as a minimum:

- a. Percent passing each sieve size.
- b. Percent of asphalt cement.
- c. Percent of each aggregate and mineral filler to be used.
- d. Asphalt viscosity grade, penetration grade, or performance grade.
- e. Number of blows of hammer per side of molded specimen.
- f. Laboratory mixing temperature.
- g. Lab compaction temperature.
- h. Temperature-viscosity relationship of the asphalt cement.
- i. Plot of the combined gradation on the 0.45 power gradation chart, stating the nominal maximum size.
- j. Graphical plots of stability, flow, air voids, voids in the mineral aggregate, and unit weight versus asphalt content as shown in AI MS-02.
- k. Specific gravity and absorption of each aggregate.
- l. Percent natural sand.
- m. Percent particles with two or more fractured faces (in coarse aggregate).
- n. Fine aggregate angularity.
- o. Percent flat or elongated particles (in coarse aggregate).
- p. Tensile Strength Ratio.
- q. Antistrip agent (if required) and amount.
- r. List of all modifiers and amount.

Table 3. Marshall Design Criteria

Test Property	75 Blow Mix
Stability, pounds minimum	*2150
Flow, 0.01 inch	8-16
Air voids, percent	3-5
Percent Voids in mineral aggregate (minimum)	See Table 4
TSR, minimum percent	75

Table 3. Marshall Design Criteria

Test Property 75 Blow Mix

* This is a minimum requirement. The average during construction shall be significantly higher than this number to ensure compliance with the specifications.

Table 4. Minimum Percent Voids in Mineral Aggregate (VMA)**

Aggregate (See Table 2)	Minimum VMA, percent
Gradation 1	13.0
Gradation 2	14.0
Gradation 3	15.0

** Calculate VMA in accordance with AI MS-02, based on ASTM D 2726 bulk specific gravity for the aggregate.

2.3.2 Adjustments to JMF

The JMF for each mixture shall be in effect until a new formula is approved in writing by the . Should a change in sources of any materials be made, a new mix design shall be performed and a new JMF approved before the new material is used.

The Contractor will be allowed to adjust the JMF within the limits specified below to optimize mix volumetric properties. Adjustments to the JMF shall be limited to plus or minus 3 percent on the 1/2 inch, No. 4, and No. 8 sieves; plus or minus 1.0 percent on the No. 200 sieve; and plus or minus 0.40 percent binder content. If adjustments are needed that exceed these limits, a new mix design shall be developed. Tolerances given above may permit the aggregate grading to be outside the limits shown in Table 2; this is acceptable.

PART 3 EXECUTION

3.1 PREPARATION OF ASPHALT BINDER MATERIAL

The asphalt cement material shall be heated avoiding local overheating and providing a continuous supply of the asphalt material to the mixer at a uniform temperature. The temperature of unmodified asphalts shall be no more than 325 degrees F when added to the aggregates. Modified asphalts shall be no more than 350 degrees F when added to the aggregates.

3.2 PREPARATION OF MINERAL AGGREGATE

The aggregate for the mixture shall be heated and dried prior to mixing. No damage shall occur to the aggregates due to the maximum temperature and rate of heating used. The temperature of the aggregate and mineral filler shall not exceed 350 degrees F when the asphalt cement is added. The temperature shall not be lower than is required to obtain complete coating and uniform distribution on the aggregate particles and to provide a mixture of satisfactory workability.

3.3 PREPARATION OF HOT-MIX ASPHALT MIXTURE

The aggregates and the asphalt cement shall be weighed or metered and introduced into the mixer in the amount specified by the JMF. The combined materials shall be mixed until the aggregate obtains a uniform coating of asphalt binder and is thoroughly distributed throughout the mixture. Wet mixing time shall be the shortest time that will produce a satisfactory mixture, but no less than 25 seconds for batch plants. The wet mixing time for all plants shall be established by the Contractor, based on the procedure for determining the percentage of coated particles described in ASTM D 2489, for each individual plant and for each type of aggregate used. The wet mixing time will be set to

at least achieve 95 percent of coated particles. The moisture content of all hot-mix asphalt upon discharge from the plant shall not exceed 0.5 percent by total weight of mixture as measured by ASTM D 1461.

3.4 PREPARATION OF THE UNDERLYING SURFACE

Immediately before placing the hot mix asphalt, the underlying course shall be cleaned of dust and debris. A prime coat and/or tack coat shall be applied in accordance with the contract specifications.

3.5 TEST SECTION

Prior to full production, the Contractor shall place a test section for each JMF used. The contractor shall construct a test section 250 - 500 feet long and two paver passes wide placed in two lanes, with a longitudinal cold joint. The test section shall be of the same depth as the course which it represents. The underlying grade or pavement structure upon which the test section is to be constructed shall be the same as the remainder of the course represented by the test section. The equipment used in construction of the test section shall be the same equipment to be used on the remainder of the course represented by the test section. The test section shall be placed as part of the project pavement as approved by the .

3.5.1 Sampling and Testing for Test Section

One random sample shall be taken at the plant, triplicate specimens compacted, and tested for stability, flow, and laboratory air voids. A portion of the same sample shall be tested for theoretical maximum density (TMD), aggregate gradation and asphalt content. Four randomly selected cores shall be taken from the finished pavement mat, and four from the longitudinal joint, and tested for density. Random sampling shall be in accordance with procedures contained in ASTM D 3665. The test results shall be within the tolerances shown in Table 5 for work to continue. If all test results meet the specified requirements, the test section shall remain as part of the project pavement. If test results exceed the tolerances shown, the test section shall be removed and replaced at no cost to the and another test section shall be constructed.

Table 5. Test Section Requirements for Material and Mixture Properties

Property	Specification Limit
Aggregate Gradation-Percent Passing (Individual Test Result)	
No. 4 and larger	JMF plus or minus 8
No. 8, No. 16, No. 30, and No. 50	JMF plus or minus 6
No. 100 and No. 200	JMF plus or minus 2.0
Asphalt Content, Percent (Individual Test Result)	JMF plus or minus 0.5
Laboratory Air Voids, Percent (Average of 3 specimens)	JMF plus or minus 1.0
VMA, Percent (Average of 3 specimens)	13 14 15 minimum
Stability, pounds (Average of 3 specimens)	2150 minimum
Flow, 0.01 inches (Average of 3 specimens)	8 - 16
Mat Density, Percent of TMD (Average of 4 Random Cores)	93.0 - 96.5
Joint Density, Percent of TMD	

Table 5. Test Section Requirements for Material and Mixture Properties

Property	Specification Limit
(Average of 4 Random Cores)	91.5 - 96.5

3.5.2 Additional Test Sections

If the initial test section should prove to be unacceptable, the necessary adjustments to the JMF, plant operation, placing procedures, and/or rolling procedures shall be made. A second test section shall then be placed. Additional test sections, as required, shall be constructed and evaluated for conformance to the specifications. Full production shall not begin until an acceptable section has been constructed and accepted.

3.6 TESTING LABORATORY

The laboratory used to develop the JMF and for acceptance testing shall meet the requirements of ASTM D 3666. A certification signed by the manager of the laboratory stating that it meets these requirements or clearly listing all deficiencies shall be submitted to the prior to the start of construction. The certification shall contain as a minimum:

- a. Qualifications of personnel; laboratory manager, supervising technician, and testing technicians.
- b. A listing of equipment to be used in developing the job mix.
- c. A copy of the laboratory's quality control system.
- d. Evidence of participation in the AASHTO Materials Reference Laboratory (AMRL) program.

3.7 TRANSPORTING AND PLACING

3.7.1 Transporting

The hot-mix asphalt shall be transported from the mixing plant to the site in clean, tight vehicles. Deliveries shall be scheduled so that placing and compacting of mixture is uniform with minimum stopping and starting of the paver. Adequate artificial lighting shall be provided for night placements. Hauling over freshly placed material will not be permitted until the material has been compacted as specified, and allowed to cool to 140 degrees F. To deliver mix to the paver, the Contractor shall use a material transfer vehicle which shall be operated to produce continuous forward motion of the paver.

3.7.2 Placing

The mix shall be placed and compacted at a temperature suitable for obtaining density, surface smoothness, and other specified requirements. The maximum lift thickness shall be 2. Upon arrival, the mixture shall be placed to the full width by an asphalt paver; it shall be struck off in a uniform layer of such depth that, when the work is completed, it shall have the required thickness and conform to the grade and contour indicated. The speed of the paver shall be regulated to eliminate pulling and tearing of the asphalt mat. Unless otherwise permitted, placement of the mixture shall begin along the centerline of a crowned section or on the high side of areas with a one-way slope. The mixture shall be placed in consecutive adjacent strips having a minimum width of 10 feet. The longitudinal joint in one course shall offset the longitudinal joint in the course immediately below by at least 1 foot; however, the joint in the surface course shall be at the centerline of the pavement. Transverse joints in one course shall be offset by at least 10 feet from transverse joints in the previous course. Transverse joints in adjacent lanes shall be offset a minimum of 10 feet. On isolated areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impractical, the

mixture may be spread and luted by hand tools.

3.8 COMPACTION OF MIXTURE

After placing, the mixture shall be thoroughly and uniformly compacted by rolling. The surface shall be compacted as soon as possible without causing displacement, cracking or shoving. The sequence of rolling operations and the type of rollers used shall be at the discretion of the Contractor, with the exception that the Contractor shall not apply more than three passes with a vibratory roller in the vibrating mode. The speed of the roller shall, at all times, be sufficiently slow to avoid displacement of the hot mixture and be effective in compaction. Any displacement occurring as a result of reversing the direction of the roller, or from any other cause, shall be corrected at once. Sufficient rollers shall be furnished to handle the output of the plant. Rolling shall continue until the surface is of uniform texture, true to grade and cross section, and the required field density is obtained. To prevent adhesion of the mixture to the roller, the wheels shall be kept properly moistened but excessive water will not be permitted. In areas not accessible to the roller, the mixture shall be thoroughly compacted with hand tampers. Any mixture that becomes loose and broken, mixed with dirt, contains check-cracking, or is in any way defective shall be removed full depth, replaced with fresh hot mixture and immediately compacted to conform to the surrounding area. This work shall be done at the Contractor's expense. Skin patching will not be allowed.

3.9 JOINTS

The formation of joints shall be made ensuring a continuous bond between the courses and to obtain the required density. All joints shall have the same texture as other sections of the course and meet the requirements for smoothness and grade.

3.9.1 Transverse Joints

The roller shall not pass over the unprotected end of the freshly laid mixture, except when necessary to form a transverse joint. When necessary to form a transverse joint, it shall be made by means of placing a bulkhead or by tapering the course. The tapered edge shall be cut back to its full depth and width on a straight line to expose a vertical face prior to placing the adjacent lane. The cutback material shall be removed from the project. In both methods, all contact surfaces shall be given a light tack coat of asphalt material before placing any fresh mixture against the joint.

3.9.2 Longitudinal Joints

Longitudinal joints which are irregular, damaged, uncompacted, cold (less than 175 degrees F at the time of placing the adjacent lane), or otherwise defective, shall be cut back a minimum of 2 inches from the edge with a cutting wheel to expose a clean, sound vertical surface for the full depth of the course. All cutback material shall be removed from the project. All contact surfaces shall be given a light tack coat of asphalt material prior to placing any fresh mixture against the joint. The Contractor will be allowed to use an alternate method if it can be demonstrated that density, smoothness, and texture can be met.

3.10 CONTRACTOR QUALITY CONTROL

3.10.1 General Quality Control Requirements

The Contractor shall develop an approved Quality Control Plan. Hot-mix asphalt for payment shall not be produced until the quality control plan has been approved. The plan shall address all elements which affect the quality of the pavement including, but not limited to:

- a. Mix Design
- b. Aggregate Grading

- c. Quality of Materials
- d. Stockpile Management
- e. Proportioning
- f. Mixing and Transportation
- g. Mixture Volumetrics
- h. Moisture Content of Mixtures
- i. Placing and Finishing
- j. Joints
- k. Compaction
- l. Surface Smoothness

3.10.2 Testing Laboratory

The Contractor shall provide a fully equipped asphalt laboratory located at the plant or job site. The effective working area of the laboratory shall be a minimum of 150 square feet with a ceiling height of not less than 7.5 feet. Lighting shall be adequate to illuminate all working areas. It shall be equipped with heating and air conditioning units to maintain a temperature of 75 degrees F plus or minus 5 degrees F. Laboratory facilities shall be kept clean and all equipment shall be maintained in proper working condition. The Contractor shall be permitted unrestricted access to inspect the Contractor's laboratory facility, to witness quality control activities, and to perform any check testing desired. The Contractor will advise the Contractor in writing of any noted deficiencies concerning the laboratory facility, equipment, supplies, or testing personnel and procedures. When the deficiencies are serious enough to adversely affect test results, the incorporation of the materials into the work shall be suspended immediately and will not be permitted to resume until the deficiencies are corrected.

3.10.3 Quality Control Testing

The Contractor shall perform all quality control tests applicable to these specifications and as set forth in the Quality Control Program. The testing program shall include, but shall not be limited to, tests for the control of asphalt content, aggregate gradation, temperatures, aggregate moisture, moisture in the asphalt mixture, laboratory air voids, stability, flow, in-place density, grade and smoothness. A Quality Control Testing Plan shall be developed as part of the Quality Control Program.

3.10.3.1 Asphalt Content

A minimum of two tests to determine asphalt content will be performed per lot (a lot is defined in paragraph MATERIAL ACCEPTANCE AND PERCENT PAYMENT) by one of the following methods: extraction method in accordance with ASTM D 2172, Method A or B, the ignition method in accordance with the AASHTO TP53, ASTM D 6307, or the nuclear method in accordance with ASTM D 4125, provided the nuclear gauge is calibrated for the specific mix being used. For the extraction method, the weight of ash, as described in ASTM D 2172, shall be determined as part of the first extraction test performed at the beginning of plant production; and as part of every tenth extraction test performed thereafter, for the duration of plant production. The last weight of ash value obtained shall be used in the calculation of the asphalt content for the mixture.

3.10.3.2 Gradation

Aggregate gradations shall be determined a minimum of twice per lot from mechanical analysis of recovered aggregate in accordance with ASTM D 5444. When

asphalt content is determined by the nuclear method, aggregate gradation shall be determined from hot bin samples on batch plants, or from the cold feed on drum mix plants. For batch plants, aggregates shall be tested in accordance with ASTM C 136 using actual batch weights to determine the combined aggregate gradation of the mixture.

3.10.3.3 Temperatures

Temperatures shall be checked at least four times per lot, at necessary locations, to determine the temperature at the dryer, the asphalt cement in the storage tank, the asphalt mixture at the plant, and the asphalt mixture at the job site.

3.10.3.4 Aggregate Moisture

The moisture content of aggregate used for production shall be determined a minimum of once per lot in accordance with ASTM C 566.

3.10.3.5 Moisture Content of Mixture

The moisture content of the mixture shall be determined at least once per lot in accordance with ASTM D 1461 or an approved alternate procedure.

3.10.3.6 Laboratory Air Voids, Marshall Stability and Flow

Mixture samples shall be taken at least four times per lot and compacted into specimens, using [50] [75] blows per side with the Marshall hammer as described in ASTM D 1559. After compaction, the laboratory air voids of each specimen shall be determined, as well as the Marshall stability and flow.

3.10.3.7 In-Place Density

The Contractor shall conduct any necessary testing to ensure the specified density is achieved. A nuclear gauge may be used to monitor pavement density in accordance with ASTM D 2950.

3.10.3.8 Grade and Smoothness

The Contractor shall conduct the necessary checks to ensure the grade and smoothness requirements are met in accordance with paragraph MATERIAL ACCEPTANCE AND PERCENT PAYMENT.

3.10.3.9 Additional Testing

Any additional testing, which the Contractor deems necessary to control the process, may be performed at the Contractor's option.

3.10.3.10 QC Monitoring

The Contractor shall submit all QC test results to the on a daily basis as the tests are performed. The reserves the right to monitor any of the Contractor's quality control testing and to perform duplicate testing as a check to the Contractor's quality control testing.

3.10.4 Sampling

When directed by the , the Contractor shall sample and test any material which appears inconsistent with similar material being produced, unless such material is voluntarily removed and replaced or deficiencies corrected by the Contractor. All sampling shall be in accordance with standard procedures specified.

3.10.5 Control Charts

For process control, the Contractor shall establish and maintain linear control charts on both individual samples and the running average of last four samples for the parameters listed in Table 6, as a minimum. These control charts shall

be posted as directed by the and shall be kept current at all times. The control charts shall identify the project number, the test parameter being plotted, the individual sample numbers, the Action and Suspension Limits listed in Table 6 applicable to the test parameter being plotted, and the Contractor's test results. Target values from the JMF shall also be shown on the control charts as indicators of central tendency for the cumulative percent passing, asphalt content, and laboratory air voids parameters. When the test results exceed either applicable Action Limit, the Contractor shall take immediate steps to bring the process back in control. When the test results exceed either applicable Suspension Limit, the Contractor shall halt production until the problem is solved. The Contractor shall use the control charts as part of the process control system for identifying trends so that potential problems can be corrected before they occur. Decisions concerning mix modifications shall be made based on analysis of the results provided in the control charts. The Quality Control Plan shall indicate the appropriate action which shall be taken to bring the process into control when certain parameters exceed their Action Limits.

Table 6. Action and Suspension Limits for the Parameters to be Plotted on Individual and Running Average Control Charts

Parameter to be Plotted	Individual Samples		Running Average of Last Four Samples	
	Action Limit	Suspension Limit	Action Limit	Suspension Limit
No. 4 sieve, Cumulative % Passing, deviation from JMF target; plus or minus values	6	8	4	5
No. 30 sieve, Cumulative % Passing, deviation from JMF target; plus or minus values	4	6	3	4
No. 200 sieve, Cumulative % Passing, deviation from JMF target; plus or minus values	1.4	2.0	1.1	1.5
Stability, pounds (minimum) 75 blow JMF	1760	1640	2150	2030
Flow, 0.01 inches 75 blow JMF	8 min. 16 max.	7 min. 17 max.	9 min. 15 max.	8 min. 16 max.
Asphalt content, % deviation from JMF target; plus or minus value	0.4	0.5	0.2	0.3
Laboratory Air Voids, % deviation from JMF target value	No specific action and suspension limits set since this parameter is used to determine percent payment			
In-place Mat Density, % of TMD	No specific action and suspension limits set since this parameter is used to determine percent payment			
In-place Joint Density, % of TMD	No specific action and suspension limits set since this parameter is used to determine percent payment			

3.11 MATERIAL ACCEPTANCE AND PERCENT PAYMENT

The quality assurance (QA) program for this project, specified below, will be separate and distinct from the Contractor's quality control (QC) program specified above. Testing for acceptability of work will be performed by the or by an independent laboratory hired by the , except for grade and smoothness testing which shall be performed by the Contractor. Acceptance of the plant produced mix and in-place requirements will be on a lot to lot basis. A standard lot for all requirements will be equal to 2000 short tons. Where appropriate, adjustment in payment for individual lots of hot-mix asphalt will be made based on in-place density, laboratory air voids, grade and smoothness in accordance with the following paragraphs. Grade and surface smoothness determinations will be made on the lot as a whole. Exceptions or adjustments to this will be made in situations where the mix within one lot is placed as part of both the intermediate and surface courses, thus grade and smoothness measurements for the entire lot cannot be made. In order to evaluate laboratory air voids and in-place (field) density, each lot will be divided into four equal sublots.

3.11.1 Percent Payment

When a lot of material fails to meet the specification requirements for 100 percent pay as outlined in the following paragraphs, that lot shall be removed and replaced, or accepted at a reduced price which will be computed by multiplying the unit price by the lot's pay factor. The lot pay factor is determined by taking the lowest computed pay factor based on either laboratory air voids, in-place density, grade or smoothness (each discussed below). Pay factors based on different criteria (i.e., laboratory air voids and in-place density) of the same lot will not be multiplied together to get a lower lot pay factor. At the end of the project, an average of all lot pay factors will be calculated. If this average lot pay factor exceeds 95.0 percent and no individual lot has a pay factor less than 75.1 percent, then the percent payment for the entire project will be 100 percent of the unit bid price. If the average lot pay factor is less than 95.0 percent, then each lot will be paid for at the unit price multiplied by the lot's pay factor. For any lots which are less than 2000 short tons, a weighted lot pay factor will be used to calculate the average lot pay factor.

3.11.2 Sublot Sampling

One random mixture sample for determining laboratory air voids, theoretical maximum density, and for any additional testing the desires, will be taken from a loaded truck delivering mixture to each sublot, or other appropriate location for each sublot. All samples will be selected randomly, using commonly recognized methods of assuring randomness conforming to ASTM D 3665 and employing tables of random numbers or computer programs. Laboratory air voids will be determined from three laboratory compacted specimens of each sublot sample in accordance with ASTM D 1559. The specimens will be compacted within 2 hours of the time the mixture was loaded into trucks at the asphalt plant. Samples will not be reheated prior to compaction and insulated containers will be used as necessary to maintain the temperature.

3.11.3 Additional Sampling and Testing

The reserves the right to direct additional samples and tests for any area which appears to deviate from the specification requirements. The cost of any additional testing will be paid for by the . Testing in these areas will be in addition to the lot testing, and the requirements for these areas will be the same as those for a lot.

3.11.4 Laboratory Air Voids and Theoretical Maximum Density

Laboratory air voids will be calculated in accordance with ASTM D 3203 by determining the Marshall density of each lab compacted specimen using the laboratory-prepared, thoroughly dry method in ASTM D 2726 and determining the theoretical maximum density (TMD) of every other sublot sample using ASTM D 2041. Laboratory air void calculations for each sublot will use the latest theoretical maximum density values obtained, either for that sublot or the previous sublot.

The mean absolute deviation of the four laboratory air void contents (one from each subplot) from the JMF air void content will be evaluated and a pay factor determined from Table 7. All laboratory air void tests will be completed and reported within 24 hours after completion of construction of each lot. The TMD is also used for computation of compaction, as required in paragraph: Mat and Joint Densities.

3.11.5 Mean Absolute Deviation

An example of the computation of mean absolute deviation for laboratory air voids is as follows: Assume that the laboratory air voids are determined from 4 random samples of a lot (where 3 specimens were compacted from each sample). The average laboratory air voids for each subplot sample are determined to be 3.5, 3.0, 4.0, and 3.7. Assume that the target air voids from the JMF is 4.0. The mean absolute deviation is then:

$$\text{Mean Absolute Deviation} = (|3.5 - 4.0| + |3.0 - 4.0| + |4.0 - 4.0| + |3.7 - 4.0|)/4$$

$$= (0.5 + 1.0 + 0.0 + 0.3)/4 = (1.8)/4 = 0.45$$

The mean absolute deviation for laboratory air voids is determined to be 0.45. It can be seen from Table 7 that the lot's pay factor based on laboratory air voids, is 100 percent.

Table 7. Pay Factor Based on Laboratory Air Voids

Mean Absolute Deviation of Lab Air Voids from JMF	Pay Factor, %
0.60 or less	100
0.61 - 0.80	98
0.81 - 1.00	95
1.01 - 1.20	90
Above 1.20	reject (0)

3.11.6 In-place Density

3.11.6.1 General Density Requirements

For determining in-place density, one random core (4 inches or 6 inches in diameter) will be taken by the from the mat (interior of the lane) of each subplot, and one random core will be taken from the joint (immediately over joint) of each subplot. Each random core will be full thickness of the layer being placed. When the random core is less than 1 inch thick, it will not be included in the analysis. In this case, another random core will be taken. After air drying in accordance with ASTM D 2726 for laboratory-prepared, thoroughly dry specimens, cores obtained from the mat and from the joints will be used for in-place density determination.

3.11.6.2 Mat and Joint Densities

The average in-place mat and joint densities are expressed as a percentage of the average TMD for the lot. The average TMD for each lot will be determined as the average TMD of the two random samples per lot. The average in-place mat density and joint density for a lot are determined and compared with Table 8 to calculate a single pay factor per lot based on in-place density, as described below. First, a pay factor for both mat density and joint density are determined from Table 8. The area associated with the joint is then determined and will be considered to be 10 feet wide times the length of completed longitudinal construction joint in the lot. This area will not exceed the total lot size. The length of joint to be considered will be that length where a new lane has been placed against an adjacent lane of hot-mix asphalt pavement, either an adjacent freshly paved lane or one paved at any time previously. The area associated with the joint is expressed as a percentage of the total lot area. A weighted pay factor for the joint is determined based on this percentage (see

example below). The pay factor for mat density and the weighted pay factor for joint density is compared and the lowest selected. This selected pay factor is the pay factor based on density for the lot. When the TMD on both sides of a longitudinal joint is different, the average of these two TMD will be used as the TMD needed to calculate the percent joint density. All density results for a lot will be completed and reported within 24 hours after the construction of that lot.

Table 8. Pay Factor Based on In-place Density

Average Mat Density (4 Cores)	Pay Factor, %	Average Joint Density (4 Cores)
94.0 - 96.0	100.0	Above 92.5
93.9	100.0	92.4
93.8 or 96.1	99.9	92.3
93.7	99.8	92.2
93.6 or 96.2	99.6	92.1
93.5	99.4	92.0
93.4 or 96.3	99.1	91.9
93.3	98.7	91.8
93.2 or 96.4	98.3	91.7
93.1	97.8	91.6
93.0 or 96.5	97.3	91.5
92.9	96.3	91.4
92.8 or 96.6	94.1	91.3
92.7	92.2	91.2
92.6 or 96.7	90.3	91.1
92.5	87.9	91.0
92.4 or 96.8	85.7	90.9
92.3	83.3	90.8
92.2 or 96.9	80.6	90.7
92.1	78.0	90.6
92.0 or 97.0	75.0	90.5
below 92.0, above 97.0	0.0 (reject)	below 90.5

3.11.6.3 Pay Factor Based on In-place Density

An example of the computation of a pay factor (in I-P units only) based on in-place density, is as follows: Assume the following test results for field density made on the lot: (1) Average mat density = 93.2 percent (of lab TMD). (2) Average joint density = 91.5 percent (of lab TMD). (3) Total area of lot = 30,000 square feet. (4) Length of completed longitudinal construction joint = 2000 feet.

a. Step 1: Determine pay factor based on mat density and on joint density, using Table 8:

Mat density of 93.2 percent = 98.3 pay factor.

Joint density of 91.5 percent = 97.3 pay factor.

b. Step 2: Determine ratio of joint area (length of longitudinal joint x 10 ft) to mat area (total paved area in the lot): Multiply the length of completed longitudinal construction joint by the specified 10 ft. width and divide by the mat area (total paved area in the lot).

(2000 ft. x 10 ft.)/30000 sq.ft. = 0.6667 ratio of joint area to mat area (ratio).

c. Step 3: Weighted pay factor (wfp) for joint is determined as indicated below:

wfp = joint pay factor + (100 - joint pay factor) (1 - ratio) wfp = 97.3 + (100-97.3) (1-.6667) = 98.2%

d. Step 4: Compare weighted pay factor for joint density to pay factor for mat density and select the smaller:

Pay factor for mat density: 98.3%. Weighted pay factor for joint density: 98.2%

Select the smaller of the two values as pay factor based on density: 98.2%

3.11.7 Grade

Within 5 working days after completion of a particular lot incorporating the final earing course, the Contractor shall test the final wearing surface of the pavement for conformance with specified plan grade requirements. All testing shall be performed in the presence of the . The final wearing surface of pavement shall conform to the elevations and cross sections shown and shall vary not more than 0.03 foot for runways or 0.05 foot for taxiways and aprons from the plan grade established and approved at site of work. Finished surfaces at juncture with other pavements shall coincide with finished surfaces of abutting pavements. Deviation from the plan elevation will not be permitted in areas of pavements where closer conformance with planned elevation is required for the proper functioning of drainage and other appurtenant structures involved. The grade will be determined by running lines of levels at intervals of 25 feet, or less, longitudinally and transversely, to determine the elevation of the completed pavement surface. Detailed notes of the results of the testing shall be kept and a copy furnished to the immediately after each day's testing. When more than 5 percent of all measurements made within a lot are outside the 0.03 or 0.05 foot tolerance, the pay factor based on grade for that lot will be 95 percent. In areas where the grade exceeds the tolerance by more than 50 percent, the Contractor shall remove the surface lift full depth; the Contractor shall then replace the lift with hot-mix asphalt to meet specification requirements, at no additional cost to the . Diamond grinding may be used to remove high spots to meet grade requirements. Skin patching for correcting low areas or planing or milling for correcting high areas will not be permitted.

3.11.8 Surface Smoothness

The Contractor shall use TEXT DELETED the following methods to test and evaluate surface smoothness of the pavement. All testing shall be performed in the presence of the Contracting Officer. Detailed notes of the results of the testing shall be kept and a copy furnished to the immediately after each day's testing. The profilograph method shall be used for all longitudinal TEXT DELETED testing. The straightedge method shall be used for all transverse testing. Where drawings show required deviations from a plane surface (crowns, drainage inlets, etc.), the surface shall be finished to meet the approval of the Contracting Officer.

3.11.8.1 Smoothness Requirements

a. Straightedge Testing: 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 9 when checked with an approved 12 foot straightedge.

Table 9. Straightedge Surface Smoothness--Pavements

<u>Pavement Category</u>	<u>Direction of Testing</u>	<u>Tolerance, inches</u>
Runways and taxiways	Longitudinal	1/8
	Transverse	1/4
Calibration hardstands and compass swinging bases	Longitudinal	1/8
	Transverse	1/8

Table 9. Straightedge Surface Smoothness--Pavements

Pavement Category -----	Direction of Testing -----	Tolerance, inches -----
All other airfields and helicopter paved areas	Longitudinal	1/4
	Transverse	1/4

b. Profilograph Testing: The finished surfaces of the pavements shall have no abrupt change of 1/8 inch or more, and all pavement shall have a Profile Index not greater than specified in Table 10 when tested with an approved California-type profilograph. If the extent of the pavement in either direction is less than 200 feet, that direction shall be tested by the straightedge method and shall meet requirements specified above.

Table 10. Profilograph Surface Smoothness--Pavements

Pavement Category -----	Direction of Testing -----	Maximum Specified Profile Index (inch/mile) -----
Runways	Longitudinal	7
	Transverse	9
Taxiways	Longitudinal	9
	Transverse	(Use Straightedge)
Calibration Hardstands & Compass Swinging Bases		(Use Straightedge)
All Other Airfield & Helicopter Paved Areas	Longitudinal	9
	Transverse	9

3.11.8.2 Testing Method

After the final rolling, but not later than 24 hours after placement, the surface of the pavement in each entire lot shall be tested by the Contractor in such a manner as to reveal all surface irregularities exceeding the tolerances specified above. Separate testing of individual sublots is not required. If any pavement areas are ground, these areas shall be retested immediately after grinding. The entire area of the pavement shall be tested in both a longitudinal and a transverse direction on parallel lines. The transverse lines shall be 15 feet or less apart, as directed. The longitudinal lines shall be at the centerline of each paving lane for lines less than 20 feet and at the third points for lanes 20 feet or greater. Other areas having obvious deviations shall also be tested. Longitudinal testing lines shall be continuous across all joints.

a. Straightedge Testing. 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 freestanding (unleveled) 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.

b. Profilograph Testing. Profilograph testing shall be performed using approved equipment and procedures described in CDT Test 526. The equipment shall utilize electronic recording and automatic computerized reduction of data to indicate "must-grind" bumps and the Profile Index for the pavement. The "blanking band" shall be 0.2 inches wide and the "bump template" shall span 1 inch with an offset of 0.4 inch. The profilograph shall be operated by an approved, factory-trained operator on the alignments specified above. A copy of the reduced tapes shall be furnished the at the end of each day's testing.

3.11.8.3 Payment Adjustment for Smoothness

a. Straightedge Testing. Location and deviation from straightedge for all measurements shall be recorded. When between 5.0 and 10.0 percent of all measurements made within a lot exceed the tolerance specified in paragraph Smoothness Requirements above, after any reduction of high spots or removal and replacement, the computed pay factor for that lot based on surface smoothness, will be 95 percent. When more than 10.0 percent of all measurements exceed the tolerance, the computed pay factor will be 90 percent. When between 15.0 and 20.0 percent of all measurements exceed the tolerance, the computed pay factor will be 75 percent. When 20.0 percent or more of the measurements exceed the tolerance, the lot shall be removed and replaced at no additional cost to the . Regardless of the above, any small individual area with surface deviation which exceeds the tolerance given above by more than 50 percent, shall be corrected by diamond grinding to meet the specification requirements above or shall be removed and replaced at no additional cost to the .

b. Profilograph Testing. Location and data from all profilograph measurements shall be recorded. When the Profile Index of a lot exceeds the tolerance specified in paragraph Smoothness Requirements above by 1.0 inch/mile, but less than 2.0 inches/mile, after any reduction of high spots or removal and replacement, the computed pay factor for that lot based on surface smoothness will be 95 percent. When the Profile Index exceeds the tolerance by 2.0 inches/mile, but less than 3.0 inches/mile, the computed pay factor will be 90 percent. When the Profile Index exceeds the tolerance by 3.0 inches/mile, but less than 4.0 inches/mile, the computed pay factor will be 75 percent. When the Profile Index exceeds the tolerance by 4.0 inches/mile or more, the lot shall be removed and replaced at no additional cost to the . Regardless of the above, any small individual area with surface deviation which exceeds the tolerance given above by more than 5.0 inches/mile or more, shall be corrected by grinding to meet the specification requirements above or shall be removed and replaced at no additional cost to the .

c. Bumps ("Must Grind" Areas). Any bumps ("must grind" areas) shown on the profilograph trace which exceed 0.4 inch in height shall be reduced by diamond grinding until they do not exceed 0.3 inch when retested. Such grinding shall be tapered in all directions to provide smooth transitions to areas not requiring grinding. The following will not be permitted: (1) skin patching for correcting low areas, (2) planing or milling for correcting high areas. At the Contractor's option, pavement areas, including ground areas, may be rechecked with the profilograph in order to record a lower Profile Index.

-- End of Section --

SECTION 02753A

CONCRETE PAVEMENT FOR AIRFIELDS AND OTHER HEAVY-DUTY PAVEMENTS
01/02

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 214.3R (1988; R 1997) Simplified Version of the Recommended Practice for Evaluation of Strength Test Results of Concrete
- ACI 305R (1999) Hot Weather Concreting

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
(AASHTO)

- AASHTO M 182 (1991; R 1996) Burlap Cloth Made from Jute or Kenaf

AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM)

- ASTM A 184/A 184M (2001) Fabricated Deformed Steel Bar Mats for Concrete Reinforcement
- ASTM A 185 (1997) Steel Welded Wire Fabric, Plain, for Concrete Reinforcement
- ASTM A 497 (1999) Steel Welded Wire Fabric, Deformed, for Concrete Reinforcement
- ASTM A 53/A 53M (2001) Pipe, Steel, Black and Hot-Dipped, Zinc-Coated, Welded and Seamless
- ASTM A 615/A 615M (2000) Deformed and Plain Billet-Steel Bars for Concrete Reinforcement
- ASTM A 616/A 616M (1996a) Rail-Steel Deformed and Plain Bars for Concrete Reinforcement
- ASTM A 617/A 617M (1996a) Axle-Steel Deformed and Plain Bars for Concrete Reinforcement
- ASTM C 1064/C 1064M (1999) Temperature of Freshly Mixed Portland Cement Concrete
- ASTM C 1077 (1998) Laboratories Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Laboratory Evaluation
- ASTM C 117 (1995) Materials Finer Than 75 micrometer (No. 200) Sieve in Mineral Aggregates by Washing

ASTM C 123	(1998) Lightweight Particles in Aggregate
ASTM C 1260	(1994) Potential Alkali Reactivity of Aggregates (Mortar-Bar Method)
ASTM C 131	(1996) Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C 136	(1996a) Sieve Analysis of Fine and Coarse Aggregates
ASTM C 142	(1978; R 1997) Clay Lumps and Friable Particles in Aggregates
ASTM C 143/C 143M	(2000) Slump of Hydraulic Cement Concrete
ASTM C 150	(1999a) Portland Cement
ASTM C 172	(1999) Sampling Freshly Mixed Concrete
ASTM C 174/C 174M	(1997) Measuring Thickness of Concrete Elements Using Drilled Concrete Cores
ASTM C 192/C 192M	(2000) 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	(2000) Air-Entraining Admixtures for Concrete
ASTM C 295	(1998) Petrographic Examination of Aggregates for Concrete
ASTM C 31/C 31M	(2000e1) Making and Curing Concrete Test Specimens in the Field
ASTM C 33	(1999ae1) Concrete Aggregates
ASTM C 39/C 39M	(2001) Compressive Strength of Cylindrical Concrete Specimens
ASTM C 470/C 470M	(1998) Molds for Forming Concrete Test Cylinders Vertically
ASTM C 494/C 494M	(1999ae1) Chemical Admixtures for Concrete
ASTM C 618	(2000) Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use as a Mineral Admixture in Concrete
ASTM C 78	(1994) Flexural Strength of Concrete (Using Simple Beam With Third-Point Loading)
ASTM C 881	(1999) Epoxy-Resin-Base Bonding Systems for Concrete
ASTM C 94/C 94M	(2000e2) Ready-Mixed Concrete
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

ASTM D 3665 (1999) Random Sampling of Construction Materials

NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY (NIST)

NIST HB 44 (1997) NIST Handbook 44: Specifications, Tolerances, and other Technical Requirements for Weighing and Measuring Devices

NATIONAL READY-MIXED CONCRETE ASSOCIATION (NRMCA)

NRMCA CPMB 100 (1996) Concrete Plant Standards \n/c\$\X

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CDT)

CDT Test 526 (1978) Operation of California Profilograph and Evaluation of Profiles

U.S. ARMY CORPS OF ENGINEERS (USACE)

COE CRD-C 100 (1975) Method of Sampling Concrete Aggregate and Aggregate Sources, and Selection of Material for Testing

COE CRD-C 104 (1980) Method of Calculation of the Fineness Modulus of Aggregate

COE CRD-C 114 (1997) Test Method for Soundness of Aggregates by Freezing and Thawing of Concrete Specimens

COE CRD-C 119 (1991) Standard Test Method for Flat or Elongated Particles in Coarse Aggregate

COE CRD-C 130 (1989) Scratch Hardness of Coarse Aggregate Particles

COE CRD-C 143 (1962) Specifications for Meters for Automatic Indication of Moisture in Fine Aggregate

COE CRD-C 171 (1995) Test Method for Determining Percentage of Crushed Particles in Aggregate

COE CRD-C 300 (1990) Specifications for Membrane-Forming Compounds for Curing Concrete

COE CRD-C 400 (1963) Requirements for Water for Use in Mixing or Curing Concrete

COE CRD-C 521 (1981) Standard Test Method for Frequency and Amplitude of Vibrators for Concrete

COE CRD-C 55 (1992) Test Method for Within-Batch Uniformity of Freshly Mixed Concrete

U.S. DEPARTMENT OF DEFENSE (DOD)

MIL-DTL-24441/20 (Rev. A) Paint, Epoxy-Polyamide, Green Primer, Formula 150, Type III

1.2 SYSTEM DESCRIPTION

This section is intended to stand alone for construction of concrete (rigid) pavement. However, where the construction covered herein interfaces with other sections, the construction at each interface shall conform to the requirements of both this section and the other section, including tolerances for both.

1.3 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, RE

- a. Details and data on the batching and mixing plant prior to plant assembly including manufacturer's literature showing that the equipment meets all requirements specified herein.
- b. A description of the equipment proposed for transporting concrete mixture from the central mixing plant to the paving equipment at least 7 days prior to start of paving unless otherwise specified.
- c. At the time the materials are furnished for the mixture proportioning study, a description of the equipment proposed for the placing of the concrete mixture, method of control, and manufacturer's literature on the paver and finisher, together with the manufacturer's written instructions on adjustments and operating procedures necessary to assure a tight, smooth surface on the concrete pavement, free of tears and other surface imperfections, including excessive paste on the surface. The literature shall show that the equipment meets all details of these specifications.

Proposed Techniques; G, RE

- a. A description of the placing and protection methods proposed prior to construction of the test section, if concrete is to be placed in or exposed to hot or cold weather conditions.
- b. A detailed plan of the proposed paving pattern showing all planned construction joints. No deviation from the jointing pattern shown on the drawings shall be made without written approval of the Omaha District Geotechnical Branch.
- c. Data on the curing media and methods to be used.

Samples for Mixture Proportioning Studies; G, EC

The results of the Contractor's mixture proportioning studies along with a statement giving the maximum nominal coarse aggregate size and the proportions of all ingredients that will be used in the manufacture of concrete at least 14 days prior to commencing concrete placing operations. Aggregate quantities shall be based on the mass in a saturated surface dry condition. The statement shall be accompanied by test results from an independent commercial testing laboratory, inspected by the Government, and approved in writing, showing that mixture proportioning studies have been made with materials proposed for the project and that the proportions selected will produce concrete of the qualities indicated. 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.

Delivery, Storage, and Handling of Materials; G, RE

Copies of waybills or delivery tickets for cementitious material during the progress of the work. Before the final payment is allowed, waybills and certified delivery tickets shall be furnished for all cementitious material used in the construction.

SD-06 Test Reports

Sampling and Testing; G, EC

Certified copies of laboratory test reports, including all test data, for cement, pozzolan, aggregate, admixtures, and curing compound proposed for use on this project. These tests shall be made by an approved commercial laboratory or by a laboratory maintained by the manufacturers of the materials. No material shall be used until notice of acceptance has been given. Materials may be subjected to check testing by the Government from samples obtained at the manufacturer, at transfer points, or at the project site.

1.4 MEASUREMENT AND PAYMENT

1.4.1 Measurements

1.4.1.1 Concrete

The quantity of concrete to be paid for will be the volume of concrete in cubic yards including monolithic curb, where required, placed in the completed and accepted pavement. Concrete will be measured in place in the completed and accepted pavement only within the neat line dimensions shown in the plan and cross section. No deductions will be made for rounded or beveled edges or the space occupied by pavement reinforcement, dowel bars, tie bars, or electrical conduits, nor for any void, or other structure extending into or through the pavement slab, measuring 3 cubic feet or less in volume. No other allowance for concrete will be made unless placed in specified locations in accordance with written instructions previously issued by the Contracting Officer.

1.4.1.2 Mixture Proportions By Contractor

The Contractor shall be responsible for the mixture proportions of cementitious materials and chemical admixtures; no separate measurement or payment will be made for any cementitious material, including pozzolan, or for any chemical admixture.

1.4.1.3 Steel Reinforcement

The quantity of steel bar mats or welded wire fabric for reinforcement will not be measured for payment but will be considered as a subsidiary obligation of the Contractor, covered under the price per cubic yard for concrete.

1.4.1.4 Dowels and Tie Bars

The quantity of dowels and tie bars used in the work will not be measured for payment but will be considered as a subsidiary obligation of the Contractor, covered under the price per yard for concrete.

1.4.1.5 Joint Materials

The quantity of expansion joint filler, slip joint filler, and inserts for contraction joints will not be measured for payment but will be considered as a subsidiary obligation of the Contractor, covered under the price per yard for concrete. Joint sealing materials are covered in Section 02760A FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS or Section 02762A COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS.

1.4.2 Payments

1.4.2.1 Concrete

The quantity of concrete will be paid for and included in the lump-sum contract

price. If less than 100 percent payment is due based on the pay factors stipulated in paragraph ACCEPTABILITY OF WORK AND PAYMENT ADJUSTMENTS, a unit price of \$125.00 per cubic yard shall be used for purposes of calculating the payment reduction. Payment will constitute full compensation for furnishing all materials, equipment, plant and tools, and for all labor and other incidentals necessary to complete the concrete pavement, except for other items specified herein for separate payment.

1.5 ACCEPTABILITY OF WORK AND PAYMENT ADJUSTMENTS

[Except as otherwise specified, testing for acceptability of work and, where appropriate, payment adjustments will be performed by the Government.] Concrete samples shall be taken by the Contractor in the field to determine the slump, air content, and strength of the concrete. Test beams and 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]. Any pavement not meeting the requirement for 'specified strength' shall be removed and replaced at no additional cost to the Government. The air content shall be determined in accordance with ASTM C 231. Slump tests shall be made in accordance with ASTM C 143/C 143M. Test beams and cylinders shall be molded and cured in accordance with ASTM C 31/C 31M and as specified below. Steel molds shall be used for molding the beams specimens. Molds for cylinder test specimens shall conform to ASTM C 470/C 470M. 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. Laboratory curing facilities for test specimens shall include furnishing and operating water tanks equipped with temperature-control devices that will automatically maintain the temperature of the water at 73 plus or minus 5 degrees F. The Contractor shall furnish and maintain at the site boxes or other facilities suitable for storing the specimens while in the mold at a temperature of 73 plus or minus 10 degrees F. Tests of the fresh concrete and of the hardened concrete specimens shall be made by and at the expense of the Contractor.

1.5.1 Pavement Lots

Appropriate adjustment in payment for individual lots of concrete pavement will be made in accordance with the following paragraphs. No such adjustment in payment will be made for any material other than concrete. A lot will be that quantity of construction that will be evaluated for compliance with specification requirements. A lot will be equal to 10 hour's of concrete mix production. In order to evaluate thickness, each lot will be divided into four equal sublots. Grade and surface smoothness (and condition) determinations will be made on the lot as a whole. However, any pavement not meeting the required 'specified strength' shall be removed and replaced at no additional cost to the Government. Strength will be evaluated, but will not be considered for payment adjustment. Edge slump requirements will be applied to each individual slab into which the primary paving lanes are divided by transverse joints, and will not be considered for payment adjustment. Samples for determining aggregate grading for fine aggregate and each size of coarse aggregate shall be taken as the aggregate bins discharge into the weigh hoppers. Results of tests on aggregates shall be used to control aggregate production and concreting operations, as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL, but will not be used for payment adjustment. Samples for determining air content and slump and for fabricating strength specimens shall be taken in accordance with ASTM C 172 during or immediately following delivery of the concrete at the paving site and deposition of the concrete immediately in front of the paver or transfer spreader. Results of strength tests shall be used to control concreting operations, but will not be used for payment adjustment. Cores for thickness determination shall be drilled and evaluated as specified. Location of all samples shall be as directed and will be deliberately selected on a truly random basis, not haphazard, using commonly recognized methods of assuring randomness, employing randomizing tables or computer programs, in accordance with ASTM D 3665.

1.5.2 Acceptance of Lots

When a lot of material fails to meet the specification requirements, that lot will be accepted at a reduced price or shall be removed and replaced. The lowest computed percent payment determined for any pavement characteristic (i.e., thickness, grade, and surface smoothness) discussed below shall be the actual percent payment for that lot. The actual percent payment will be applied to the bid price and the quantity of concrete placed in the lot to determine actual payment.

1.5.3 Evaluation

The Contractor shall provide facilities for and, where directed, personnel to assist in obtaining samples for any Government testing, all at no additional cost to the Government. Such testing will in no way relieve the Contractor of any specified testing responsibilities. The Contractor shall provide all sampling and testing required for acceptance and payment adjustment at its expense. Such sampling and testing shall be performed by a commercial testing laboratory inspected by the Government and approved in writing. The laboratory performing the tests shall be on-site and shall conform with ASTM C 1077. The individuals who sample and test concrete or the constituents of concrete as required in this specification shall be certified as American Concrete Institute (ACI) Concrete Field Testing Technicians, Grade I, or shall have otherwise demonstrated to the satisfaction of the Contracting Officer other training providing knowledge and ability equivalent to the ACI minimum requirements for certification. The individuals who perform the inspection of concrete shall be certified as ACI Concrete Construction Inspector, Level II, or have otherwise demonstrated to the satisfaction of the Contracting Officer other training providing knowledge and ability equivalent to the ACI minimum requirements for certification. The Government will inspect the laboratory, equipment, and test procedures prior to start of concreting operations and at least once per year thereafter for conformance with ASTM C 1077.

1.5.4 Additional Sampling and Testing

The Contracting Officer reserves the right to direct additional samples and tests for any area which appears to deviate from the specification requirements. Testing in these areas will be in addition to the subplot or lot testing, and the requirements for these areas will be the same as those for a subplot or lot, but shall be at no additional cost to the Government.

1.5.5 Air Content Tests

Air content of the concrete shall be controlled as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL and will not be considered for payment adjustment.

1.5.6 Slump Tests

Slump of the concrete shall be controlled as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL and will not be considered for payment adjustment.

1.5.7 Surface Smoothness

The Contractor shall use the following methods to test and evaluate surface smoothness of the pavement. All testing shall be performed in the presence of the Contracting Officer's representative. Detailed notes shall be kept of the results of the testing and a copy furnished to the Government immediately after each day's testing. The profilograph method shall be used for all longitudinal and transverse testing, except where the runs would be less than 200 feet in length and at the ends where the straightedge shall be used. Where drawings show required deviations from a plane surface (crowns, drainage inlets, etc.), the surface shall be finished to meet the approval of the Contracting Officer.

1.5.7.1 Smoothness Requirements

- a. Straightedge Testing: The finished surfaces of the pavements shall have

no abrupt change of 1/8 inch or more, and all pavements shall be within the limits specified in Table 1 when checked with an approved 12 foot straightedge.

TABLE 1
STRAIGHTEDGE SURFACE SMOOTHNESS--PAVEMENTS

Pavement Category	Direction of Testing	Limits Inches
Runways and Taxiways	Longitudinal	1/8
	Transverse	1/4
Calibration Hardstands & Compass Swinging Bases	Longitudinal	1/8
	Transverse	1/8
All Other Airfield and Helicopter Paved Areas	Longitudinal	1/4
	Transverse	1/4
Roads and Streets	Longitudinal	3/16
	Transverse	1/4
Tank Hardstands, Parking Areas, Open Storage Areas	Longitudinal	1/4
	Transverse	1/4

- b. Profilograph Testing: The finished surfaces of the pavements shall have no abrupt change of 1/8 inch or more, and all pavement shall have a Profile Index not greater than specified in Table 2 when tested with an approved California-type profilograph. If the extent of the pavement in either direction is less than 200 feet, that direction shall be tested by the straightedge method and shall meet requirements specified for such.

TABLE 2
PROFILOGRAPH SURFACE SMOOTHNESS--PAVEMENTS

Pavement Category	Direction of Testing	Maximum Specified Profile Index Inch per mile
Runways	Longitudinal	7
	Transverse	9
Taxiways	Longitudinal	9
	Transverse	(Use Straightedge)
Calibration Hardstands and Compass Swinging Bases		(Use Straightedge)
All Other Airfield and Helicopter Paved Areas	Longitudinal	9
	Transverse	9
Roads and Streets	Longitudinal	9
	Transverse	(Use Straightedge)
Tank Hardstands, Parking Areas, Open Storage Areas	Longitudinal	11
	Transverse	11

1.5.7.2 Testing Method

After the concrete has hardened sufficiently to permit walking thereon, but not later than 36 hours after placement, the surface of the pavement in each entire lot shall be tested by the Contractor in such a manner as to reveal all surface irregularities exceeding the tolerances specified above. However, transverse

profilograph testing of multiple paving lanes shall be performed at the timing directed. Separate testing of individual sublots is not required. If any pavement areas are ground, these areas shall be retested immediately after grinding. The entire area of the pavement shall be tested in both a longitudinal and a transverse direction on parallel lines. The transverse lines shall be 15 feet or less apart, as directed. The longitudinal lines shall be at the centerline of each paving lane shown on the drawings, regardless of whether the Contractor is allowed to pave two lanes at a time, and at the 1/8th point in from each side of the lane. Other areas having obvious deviations shall also be tested. Longitudinal testing lines shall be continuous across all joints. Transverse testing lines for pilot lanes shall be carried to construction joint lines and for fill-in lanes shall be carried 24 inches across construction joints, and the readings in this area applied to the fill-in lane. Straightedge testing of the longitudinal edges of slipformed pilot lanes shall also be performed before paving fill-in lanes as specified in paragraph "Edge Slump and Joint Face Deformation".

- a. Straightedge Testing: 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 freestanding (unleveled) 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.
- b. Profilograph Testing: Profilograph testing shall be performed using approved equipment and procedures described in CDT Test 526. The equipment shall utilize electronic recording and automatic computerized reduction of data to indicate "must-grind" bumps and the Profile Index for the pavement. The "blanking band" shall be 0.2 inches wide and the "bump template" shall span 1 inch with an offset of 0.4 inch. The profilograph shall be operated by an approved, factory-trained operator on the alignments specified above. A copy of the reduced tapes shall be furnished the Government at the end of each day's testing.

1.5.7.3 Payment Adjustment for Smoothness

- a. Straightedge Testing: Location and deviation from straightedge for all measurements shall be recorded. When between 5.0 and 10.0 percent and less than 15.0 percent of all measurements made within a lot exceed the tolerance specified in paragraph "Smoothness Requirements" above, after any reduction of high spots or removal and replacement, the computed percent payment based on surface smoothness will be 95 percent. When more than 10.0 percent and less than 15.0 percent of all measurements exceed the tolerance, the computed percent payment will be 90 percent. When between 15.0 and 20.0 percent of all measurements exceed the tolerance, the computed percent payment will be 75 percent. When 20.0 percent or more of the measurements exceed the tolerance, the lot shall be removed and replaced at no additional cost to the Government. Regardless of the above, any small individual area with surface deviation which exceeds the tolerance given above by more than 50 percent shall be corrected by grinding to meet the specification requirements above or shall be removed and replaced at no additional cost to the Government.
- b. Profilograph Testing: Location and data from all profilograph measurements shall be recorded. When the Profile Index of a lot exceeds the tolerance specified in paragraph "Smoothness Requirements" above by 1.0 inch per mile but less than 2.0 inches per mile, after any reduction of high spots or removal and replacement, the computed percent payment based on surface smoothness will be 95 percent. When the Profile Index exceeds the tolerance by 2.0 inches per mile but less than 3.0 inches per mile, the computed percent payment will be 90 percent. When the Profile Index exceeds the tolerance by 3.0 inches per mile but less than 4.0 inches per mile, the computed percent payment will be 75 percent. When the Profile Index exceeds the tolerance by 4.0 inches per mile or

more, the lot shall be removed and replaced at no additional cost to the Government. Regardless of the above, any small individual area with surface deviation which exceeds the tolerance given above by more than 5.0 inches per mile or more, shall be corrected by grinding to meet the specification requirements above or shall be removed and replaced at no additional cost to the Government.

- c. Bumps ("Must Grind" Areas): Any bumps ("must grind" areas) shown on the profilograph trace which exceed 0.4 inch in height shall be reduced by grinding in accordance with subparagraph "Areas Defective In Plan Grade Or Smoothness" until they do not exceed 0.3 inch when retested. Such grinding shall be tapered in all directions to provide smooth transitions to areas not requiring grinding. Areas of textured pavement shall be retextured in accordance with the subparagraph listed above. At the Contractor's option, pavement areas including ground areas may be rechecked with the profilograph in order to record a lower Profile Index.

1.5.8 Edge Slump and Joint Face Deformation

The following requirements on testing and evaluation of edge slump and joint face deformation apply only to pavements 10 inches or more in thickness. Use of slip-form paving equipment and procedures that fail to consistently provide edges within the specified tolerances on edge slump and joint face deformation shall be discontinued and the pavements shall be constructed by means of standard paving procedures using fixed forms. Slabs having more than the allowable edge slump shall be removed and replaced as specified in subparagraph "Excessive Edge Slump" before the adjacent lane is placed. Edge slump and joint face deformation will not be applied to payment adjustment.

1.5.8.1 Edge Slump

When slip-form paving is used, not more than 15.0 percent of the total free edge of any slab of the pavement, as originally constructed, shall have an edge slump exceeding 1/4 inch, and no slab shall have an edge slump exceeding 3/8 inch as determined in accordance with the measurements as specified in paragraph "Determination of Edge Slump". (The total free edge of the pavement will be considered to be the cumulative total linear measurement of pavement edge originally constructed as non-adjacent to any existing pavement; i.e., 100 feet of pilot lane, a paving lane originally constructed as a separate lane, will have 200 feet of free edge; 100 feet of fill-in lane will have no free edge, etc.,). The area affected by the downward movement of the concrete along the pavement edge shall not exceed 18 inches back from the edge.

1.5.8.2 Joint Face Deformation

In addition to the edge slump limits specified above, the vertical joint face shall have a surface within the maximum limits shown below:

Offset from Straightedge Applied Longitudinally To Pavement Surface 1 Inch Back From Joint Line	Offset From Straightedge Applied Longitudinally to Vertical Face	Offset From Straightedge Applied Top to Bottom Against the Joint Face	Abrupt Offset in Any Direction	Offset of Joint Face From True Vertical	
Airfield Pavement	1/8 inch	1/4 inch	3/8 inch	1/8 inch	1 inch per 12 inches
All other Pavement	1/4 inch	All other items same as airfield pavement.			

1.5.8.3 Determination of Edge Slump

Immediately after the concrete has hardened sufficiently to permit walking thereon, the pavement surface shall be tested by the Contractor in the presence of a representative of the Contracting Officer. Testing shall be performed with a straightedge to reveal irregularities exceeding the edge slump tolerance specified above. The edge slump shall be determined at each free edge of each slipformed paving lane constructed. The straightedge shall be placed transverse to the direction of paving and the end of the straightedge located at the edge of the paving lane. Measurements shall be made at 5 to 15 foot spacings, as directed, commencing at the header where paving was started. Initially measurements shall be made at 5 foot intervals in each lane. When no deficiencies are present, the Contracting Officer may approve an increase in the interval. When any deficiencies exist, the interval will be returned to 5 feet. In no case shall the interval exceed 15 feet. In addition to the transverse edge slump determination above, the Contractor, at the same time, shall check the longitudinal surface smoothness of the joint on a continuous line 1 inch back from the joint line using the straightedge advanced one-half its length for each reading. Other tests of the exposed joint face shall be made as directed to ensure that a uniform, true vertical joint face is attained. These tests shall include longitudinal straightedge testing of the vertical face and vertical testing of the face for both smoothness and angle. The measurements shall be made by the Contractor, shall be properly referenced in accordance with paving lane identification and stationing, and a report given to the Contracting Officer within 24 hours after measurement is made. The report shall also identify areas requiring replacement in accordance with paragraph "Excessive Edge Slump" as well as the cumulative percentage of total free edge of pavement constructed to date which has an edge slump exceeding 1/4 inch.

1.5.8.4 Excessive Edge Slump

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 or joint deformation shall be removed and replaced in conformance with paragraph REPAIR, REMOVAL, REPLACEMENT OR SLABS. Partial slabs removed and replaced shall extend across the full width of the pavement lane, parallel to the transverse joints, and both the section of the slab removed and the section remaining in place shall have a minimum length of 10 feet to the nearest scheduled transverse joint. If less than 10 feet remains, the entire slab 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.

1.5.9 Plan Grade

1.5.9.1 Plan Grade Tolerances

The finished surfaces of pavements shall conform, within the tolerances shown below, to the lines, grades, and cross sections shown. The finished surfaces of airfield runway, taxiway, and apron pavements shall vary not more than 1/2 inch above or below the plan grade line or elevation indicated. The surfaces of other pavements shall vary not more than 3/4 inch. Plan grade shall be checked on the lot as a whole and when more than 5.0 and less than 10.0 percent of all measurements made within a lot are outside the specified tolerance, the computed percent payment for that lot will be 95 percent. When more than 10.0 percent are outside the specified tolerances, the computed percent payment for the lot will be 75 percent. However, in any areas where the deviation from grade exceeds the specified tolerances by 50 percent or more, the deficient area shall be removed and replaced at no additional cost to the Government. However, the above deviations from the approved grade line and elevation will not be permitted in areas where closer conformance with the planned grade and elevation is required for the proper functioning of appurtenant structures. The finished surfaces of new abutting pavements shall coincide at their juncture.

1.5.9.2 Grade Conformance Tests

Each pavement category shall be checked by the Contractor for conformance with plan grade requirements. For the purpose of making grade conformance tests, the pavements will be subdivided into the same lots used for all other payment adjustment items. Within 5 days after paving of each lot, the finished surface of the pavement area in each lot shall be tested by the Contractor, in the presence of a representative of the Contracting Officer, by running lines of levels at intervals corresponding with every longitudinal and transverse joint to determine the elevation at each joint intersection. The results of this survey shall be recorded and a copy given to the Government at the completion of the survey of each lot.

1.5.10 Flexural Strength

Each lot of pavement will be evaluated for acceptance in accordance with the following procedures. The Contractor shall be responsible for all testing required herein. Testing shall be performed by an approved commercial laboratory. Results of strength tests will not be used for payment adjustment.

1.5.10.1 Sampling and Testing

One composite sample of concrete from each subplot shall be obtained in accordance with ASTM C 172 from one batch or truckload. Test cylinders, 6 x 12 in. shall be fabricated and cured in accordance with ASTM C 31/C 31M; and tested in accordance with ASTM C 39/C 39M. Two test cylinders per subplot (8 per lot) shall be fabricated and cured for compressive strength, and two tested at 14-day age and two at 28-day age. The remaining four shall be tested at the ages directed. At the same time 2 additional test cylinders per subplot to be used for CQC tests shall be fabricated and cured; and tested as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL. Two beams for flexural strength shall be fabricated and cured in accordance with ASTM C 31/C 31M and tested in accordance with ASTM C 78 for every 2500 cubic yards of concrete. These shall be tested at the ages directed.

1.5.10.2 Computations

The following computations shall be performed:

- a. Average the eight 14-day compressive strength tests for the lot and also compute the standard deviation(s) for the eight tests.
- b. Convert the 14-day average compressive strength for the lot to equivalent 90-day average flexural strength for the lot, using the Correlation Ratio determined during mixture design studies.
- c. Report results of strength tests to the Contracting Officer daily. These values will be used for acceptance, but will not be used for payment adjustment.

1.5.11 Thickness

Each lot of pavement will be evaluated for acceptance and payment adjustment in accordance with the following procedure. The Contractor shall be responsible for drilling the cores, measuring the cores in the presence of the Contracting Officer's representative, and for filling the core holes as directed.

1.5.11.1 Drilling, Measuring, and Computations

Two cores, between 3 and 6 in. in diameter, shall be drilled from the pavement, per subplot (8 per lot). The Contractor shall fill the core holes with concrete containing an expanding admixture, as directed. The cores shall be evaluated for thickness of the pavement in accordance with ASTM C 174/C 174M. The pavement thickness from the 8 cores for the lot shall be averaged and the standard deviation for the 8 thickness measurements shall be computed.

1.5.11.2 Evaluation and Payment Adjustment for Thickness

Using the Average Thickness of the lot, the computed percent payment for thickness shall be determined by entering the following table:

Pavements Over 8 inches In Thickness

Deficiency in Thickness Determined by Cores Inches	Computed Percent Payment for Thickness
0.00 to 0.24	100
0.25 to 0.49	75
0.50 to 0.74	50
0.75 or greater	0

Pavements 8 inches or Less In Thickness

Deficiency in Thickness Determined by Cores Inches	Computed Percent Payment for Thickness
0.00 to 0.24	100
0.25 to 0.49	65
0.50 or greater	0

Where 0 percent payment is indicated, the entire lot shall be removed and replaced at no additional cost to the Government. Where either of the two cores from a subplot show a thickness deficiency of 0.75 inch or greater, two more cores shall be drilled in the subplot and the average thickness of the four cores computed. If this average shows a thickness deficiency of 0.75 inch or more [0.50 inch for pavements 8 inches or less in thickness] the entire subplot shall be removed.

1.5.12 Partial Lots

When operational conditions cause a lot to be terminated before the specified four sublots have been completed, the following procedure shall be used to adjust the lot size and number of tests for the lot. Where three sublots have been completed, they shall constitute a lot and acceptance criteria adjusted accordingly. Where one or two sublots have been completed, they shall be incorporated into the next lot or the previous lot, as directed, and the total number of sublots shall be used and acceptance criteria adjusted accordingly.

1.5.13 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 either by hand rubbing the freshly finished concrete with a silicon carbide brick and water when the concrete is less than 36 hours old or by grinding the hardened concrete with an approved surface grinding machine after the concrete is 14 days or more old. Rubbing with a silicon carbide brick and water shall be discontinued as soon as contact with the coarse aggregate is made, and all further necessary reduction shall be accomplished by grinding the hardened concrete with a surface-grinding machine after it is 14 days old. The area corrected by grinding the surface of the hardened concrete shall not exceed 5 percent of the area of any integral slab, and shall not exceed 1 percent of the total area of any subplot. The depth of grinding shall not exceed 1/4 inch. All pavement areas requiring plan grade or surface smoothness corrections in excess of the limits specified above, shall be removed and replaced in conformance with paragraph REPAIR, REMOVAL, REPLACEMENT OF SLABS. 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 transverse grooving using an approved grooving machine of

standard manufacture. The grooves shall be 1/8 inch deep by 1/4 inch wide on 2 inch centers and shall be carried into, and tapered to zero depth within the non-corrected surface, or shall match any existing grooves in the adjacent pavement. All areas in which rubbing or grinding has been performed will be subject to the thickness tolerances specified in paragraph Thickness. Any rubbing or 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.

1.6 ACCEPTABILITY OF WORK

The materials and the pavement itself will be accepted on the basis of tests made by the Government and by the Contractor's approved commercial laboratory or the supplier's approved laboratory, all as specified herein. The Government may, at its discretion, make check tests to validate the results of the Contractor's testing. If the results of the Government and Contractor tests vary by less than 2.0 percent, of the Government's test results, the results of the Contractor's tests will be used. If the results of the Government and Contractor tests vary by 2.0 percent or more, but less than 4.0 percent, the average of the two will be considered the value to be used. If these vary by 4.0 percent or more, each sampling and testing procedure shall be carefully evaluated and both the Government and the Contractor shall take another series of tests on duplicate samples of material. If these vary by 4.0 percent or more, the results of the tests made by the Government shall be used and the Government will continue check testing of this item on a continuous basis until the two sets of tests agree within less than 4.0 percent on a regular basis. Testing performed by the Government will in no way at any time relieve the Contractor from the specified testing requirements.

1.7 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.

1.7.1 Aggregates

Aggregates shall be sampled by the Contractor in the presence of a Government representative. Samples shall be obtained in accordance with COE CRD-C 100 and of the size indicated therein, or larger if specified in paragraph Testing Sequence Deleterious Materials -- Airfields Only and shall be representative of the materials to be used for the project. [Samples shall be delivered by the Contractor to [US ARMY CORPS OF ENGINEERS< KANSAS CITY DISTRICT OFFICE, at least 60 days prior to start of construction. Samples will be tested by the Government to determine compliance with these specifications.] [Testing of samples shall be the responsibility of the Contractor and shall be performed by an approved commercial laboratory. No material shall be used unless test results show that it meets all requirements of these specifications.

1.7.2 Chemical Admixtures

The Contractor shall provide satisfactory facilities for ready procurement of adequate test samples. All sampling and testing of an admixture will be by and at the expense of the Government. Tests will be conducted with materials proposed for the project. An air-entraining admixture that has been in storage at the project site for longer than 6 months or that has been subjected to freezing will be retested at the expense of the Contractor when considered appropriate and shall be rejected if test results are not satisfactory.

1.7.3 Curing Compound

The Contractor shall provide satisfactory facilities for ready procurement of adequate test samples. The sampling and testing will be by and at the expense of the Government.

1.7.4 Epoxy-Resin Material

At least 30 days before the material is used, the Contractor shall submit certified copies of test results showing that the specific lots or batches from which the material will be furnished to this project have been tested by the manufacturer and that the material conforms to the requirements of these specifications. When epoxy resin arrives at the job site, the Contractor shall assist the Government to sample the material. The Government will test the sample or will retain it in storage for possible future testing, as considered appropriate.

1.7.5 Cements, Pozzolans, and GGBF Slag

Preconstruction sampling and testing of cement, pozzolan, and GGBF slag shall conform to the requirements specified for sampling and testing during construction except that test results showing that each material meets specification requirements shall be available at least 5 days before start of paving operations.

1.8 TESTING BY CONTRACTOR DURING CONSTRUCTION

1.8.1 Contractor's Testing Requirements

During construction, the Contractor shall be responsible for sampling and testing aggregates, cementitious materials (cement and pozzolan), and concrete to determine compliance with the specifications. All sampling and testing shall be performed by an approved commercial laboratory, or for cementitious materials, the manufacturer's laboratory. Samples of aggregate shall be obtained as the bins discharge into the weigh hopper. Samples of concrete shall be obtained at the point of delivery to the paver. The Government will sample and test concrete and ingredient materials as considered appropriate. The Contractor shall provide facilities and labor as may be necessary for procurement of representative test samples. Testing by the Government will in no way relieve the Contractor of the specified testing requirements.

1.8.2 Cementitious Materials

Cement [, ground granulated blast furnace (GGBF) slag,] and pozzolan will be accepted on the basis of manufacturer's certification of compliance, accompanied by mill test reports showing that the material in each shipment meets the requirements of the specification under which it is furnished. No cementitious material shall be used until notice of acceptance has been given by the Contracting Officer. Cementitious material may be subjected to check testing by the Government from samples obtained at the mill, at transfer points, or at the project site.

1.9 QUALIFICATIONS

All Contractor Quality Control personnel assigned to concrete construction shall be American Concrete Institute (ACI) Certified Workmen in one of the following grades (or shall have approved written evidence of having completed similar qualification programs):

Concrete Field Testing Technician, Grade I
 Concrete Laboratory Testing Technician, Grade I or II
 Concrete Construction Inspector, Level II

The foreman or lead journeyman of the finishing crew shall have similar qualification for ACI Concrete Flatwork Technician/Finisher, or equal. Written documentation shall be furnished for each workman in the above groups.

1.10 TEST SECTION

At least 10 days but not more than 60 days prior to construction of the concrete pavement, a test section shall be constructed [near the job site [,but not as part of the production pavement area,] at the location designated on the contract plans] [as part of the production paving area at an outer edge as indicated on

the drawings. If part of the production paving area, the test section will be allowed to remain in place, if meeting all specification requirements and will be paid for as part of the production pavement]. There will be no separate payment for the test section or sections and the cost of the materials, and the construction will be considered a subsidiary cost of constructing the project. The Contractor shall notify the Contracting Officer at least 5 days in advance of the date of test section construction. The test section shall consist of one paving lane at least 400 feet long and shall be constructed to a thickness as shown on the project airfield pavement sections. The lane width shall be the same as that required for use in the project. The test section shall contain at least one transverse construction joint. If keyed or doweled longitudinal construction joints are required in any of the production pavements, they shall be installed full length along one side of the test strip throughout the test section. If both keys and dowels are required, each shall be installed in half of the test section. Two separate days shall be used for construction of the test section. The Contractor shall use the test section to develop and demonstrate to the satisfaction of the Contracting Officer the proposed techniques of mixing, hauling, placing, consolidating, finishing, curing, start-up procedures, testing methods, plant operations, and the preparation of the construction joints. Variations in mixture proportions other than water shall be made if directed. The test section shall be placed as approved by the Government. The Contractor shall vary the water content, as necessary, to arrive at the appropriate content. The mixing plant shall be operated and calibrated prior to start of placing the test section. The Contractor shall use the same equipment, materials, and construction techniques on the test section as will be used in all subsequent work. Base course preparation, concrete production, placing, consolidating, curing, construction of joints, and all testing shall be in accordance with applicable provisions of this specification. The Contractor shall construct the test section meeting all specification requirements and being acceptable to the Contracting Officer in all aspects, including surface texture. Failure to construct an acceptable test section will necessitate construction of additional test sections at no additional cost to the Government. Test sections allowed to be constructed as part of the production paving which do not meet specification requirements shall be removed at the Contractor's expense. If the Contractor proposes to use slipform paving and is unable to construct an acceptable test section, or if the slipform paving equipment and procedures are found to be unable to produce acceptable pavement at any time, the slipform paving equipment shall be removed from the job and the construction completed using stationary side forms and equipment compatible with them. The Contractor shall provide four cores at least 6 inch diameter and 2 beams at least 6 by 32 inches by full depth cut from points selected in the test section by the Government, 5 days after completion of the test section. Production paving may be started immediately after the results of 7-day tests of the cores have been approved and after approval of the test section.

1.11 DELIVERY, STORAGE, AND HANDLING OF MATERIALS

1.11.1 Bulk Cementitious Materials

All cementitious material shall be furnished in bulk. The temperature of the cementitious material, as delivered to storage at the site, shall not exceed 150 degrees F.

1.11.1.1 Transportation

When bulk cementitious material is not unloaded from primary carriers directly into weather-tight hoppers at the batching plant, transportation from the railhead, mill, or intermediate storage to the batching plant shall be accomplished in adequately designed weather-tight trucks, conveyors, or other means that will protect the cementitious material from exposure to moisture.

1.11.1.2 Storage Requirements

Immediately upon receipt at the site of the work, cementitious materials shall be stored in a dry and properly ventilated structure. All storage facilities shall be subject to approval and shall allow easy access for inspection and

identification. Sufficient cementitious materials shall be in storage to sustain continuous operation of the concrete mixing plant while the pavement is being placed. To prevent cement from becoming unduly aged after delivery, any cement that has been stored at the site for 60 days or more shall be used before using cement of lesser age.

1.11.1.3 Separation of Materials

Separate facilities shall be provided which will prevent any intermixing during unloading, transporting, storing, and handling of each type of cementitious material.

1.11.2 Aggregate Materials

1.11.2.1 Storage

Aggregate shall be stored at the site of the batching and mixing plant avoiding breakage, segregation, or contamination by foreign materials. Each size of aggregate from each source shall be stored separately in free-draining stockpiles. Fine aggregate and the smallest size coarse aggregate shall remain in free-draining storage for at least 24 hours immediately prior to use. Sufficient aggregate shall be maintained at the site at all times to permit continuous uninterrupted operation of the mixing plant at the time concrete pavement is being placed.

1.11.2.2 Handling

Aggregate shall be handled avoiding segregation or degradation. Vehicles used for stockpiling or moving aggregate shall be kept clean of foreign materials. Tracked equipment shall not be allowed on coarse aggregate stockpiles. Stockpiles shall be built up and worked avoiding segregation in the piles and preventing different sizes of aggregate from being mixed during storage or batching. Aggregate shall not be stored directly on ground unless a sacrificial layer is left undisturbed and unused.

1.11.3 Other Materials

Reinforcing bars and accessories shall be stored above the ground on platforms, skids, or other supports. Other materials shall be stored avoiding contamination and deterioration. Chemical admixtures which have been in storage at the project site for longer than 6 months or which have been subjected to freezing shall not be used unless retested and proven to meet the specified requirements. The Contractor shall ensure that materials can be accurately identified after bundles or containers are opened.

1.12 EQUIPMENT

All plant, equipment, tools, and machines used in the work shall be maintained in satisfactory working conditions at all times.

1.12.1 Batching and Mixing Plant

1.12.1.1 Location of Batching and Mixing Plant

The batching and mixing plant shall be located on project site as indicated on the drawings. There shall be operable telephonic or radio communication between the batching plant and the placing site at all times concreting is taking place.

1.12.1.2 Type and Capacity of Batching and Mixing Plant

The batching and mixing plant shall be a stationary-type plant. The plant shall be designed and operated to produce concrete within the specified tolerances, and shall have a capacity of at least 250 cu. yd. per hour. The batching plant shall conform to the requirements of NRMCA CPMB 100 and as specified; however, rating plates attached to batch plant equipment are not required.

1.12.1.3 Equipment Requirements

The batching controls shall be either semiautomatic or automatic. Semiautomatic batching system shall be provided with interlocks. Separate bins or compartments shall be provided for each size group of aggregate and each cementitious material. Aggregates shall be weighed either in separate weigh batchers with individual scales or cumulatively in one weigh batcher on one scale, provided the fine aggregate is weighed first. Aggregate shall not be weighed in the same batcher with cementitious material. If both cement and pozzolan are used, they may be batched cumulatively, provided portland cement is batched first. Water shall not be weighed or measured cumulatively with another ingredient. Water batcher filling and discharging valves shall be so interlocked that the discharge valve cannot be opened before the filling valve is fully closed. An accurate mechanical device for measuring and dispensing each chemical admixture shall be provided. Each dispenser shall be interlocked with the batching cycle and discharged automatically to obtain uniform distribution throughout the batch in the specified mixing period. Different chemical admixtures shall not be combined before introduction in water and cement. The plant shall be arranged to facilitate the inspection of all operations at all times. Suitable facilities shall be provided for obtaining representative samples of aggregates from each bin or compartment.

1.12.1.4 Scales

Adequate facilities shall be provided for the accurate measurement and control of each of the materials entering each batch of concrete. The weighing equipment shall conform to the applicable requirements of NIST HB 44, except that the accuracy shall be within 0.2 percent of scale capacity. The Contractor shall provide standard test weights and any other auxiliary equipment required for checking the operating performance of each scale or other measuring device. Each weighing unit shall include a visible springless dial, which shall indicate the scale load at all stages of the weighing operation or shall include a beam scale with a beam balance indicator that will show the scale in balance at zero load and at any beam setting. The indicator shall have an over and under travel equal to at least 5 percent of the capacity of the beam. Approved electronic digital indicators and load cells may also be used. The weighing equipment shall be arranged to allow the concrete plant operator to conveniently observe the dials or indicators.

1.12.1.5 Batching Tolerances

The following tolerances shall apply.

Materials	Percentage of Required Mass
Cement (and Pozzolan)	plus or minus 1
Aggregate	plus or minus 2
Water	plus or minus 1
Admixture	plus or minus 3

For volumetric batching equipment for water and admixtures, the above numeric tolerances shall apply to the required volume of material being batched. Concentrated admixtures shall be uniformly diluted, if necessary, to provide sufficient volume per batch to ensure that the batchers will consistently operate within the above tolerance.

1.12.1.6 Moisture Control

The plant shall be capable of ready adjustment to compensate for the varying moisture contents of the aggregates and to change the quantities of the materials being batched. An electric moisture meter complying with the provisions of COE CRD-C 143 shall be provided for measuring of moisture in the fine aggregate. The sensing element shall be arranged so that measurement is made near the batcher charging gate of the fine aggregate bin or in the fine aggregate batcher.

1.12.1.7 Recorders

A graphic or digital recorder conforming to the requirements of NRMCA CPMB 100 shall be furnished and kept operational at the batching plant.

1.12.2 Concrete Mixers

Mixers shall be stationary mixers. Mixers shall be capable of combining the materials into a uniform mixture and of discharging this mixture without segregation. The mixers shall not be charged in excess of the capacity recommended by the manufacturer. The mixers shall be operated at the drum or mixing blade speed designated by the manufacturer. The mixers shall be maintained in satisfactory operating condition, and the mixer drums shall be kept free of hardened concrete. Mixer blades or paddles shall be replaced when worn down more than 10 percent of their depth when compared with the manufacturer's dimension for new blades or paddles.

1.12.2.1 Stationary, Central Plant, Mixers

Stationary mixers shall be drum mixers of the tilting type. Mixers shall be provided with an acceptable device to lock the discharge mechanism until the required mixing time has elapsed.

1.12.2.2 Mixing Time and Uniformity

- a. Stationary Mixers: For stationary mixers, before uniformity data are available, the mixing time for each batch after all solid materials are in the mixer, provided that all of the mixing water is introduced before one-fourth of the mixing time has elapsed, shall be 1 minute for mixers having a capacity of 1 cubic yard. For mixers of greater capacity, this minimum time shall be increased 20 seconds for each additional 1.33 cubic yard or fraction thereof. After results of uniformity tests are available, the mixing time may be reduced to the minimum time required to meet uniformity requirements; but if uniformity requirements are not being met, the mixing time shall be increased as directed. Mixer performance tests at new mixing times shall be performed immediately after any change in mixing time. When regular testing is performed, the concrete shall meet the limits of any five of the six uniformity requirements listed in Table 4, below. When abbreviated testing is performed, the concrete shall meet only those requirements listed for abbreviated testing. The concrete proportions used for uniformity tests shall be as used on the project. Regular testing shall consist of performing all six tests on three batches of concrete. The range for regular testing shall be the average of the ranges of the three batches. Abbreviated testing shall consist of performing the three required tests on a single batch of concrete. The range for abbreviated testing shall be the range for one batch. If more than one mixer is used and all are identical in terms of make, type, capacity, condition, speed of rotation, etc., the results of tests on one of the mixers shall apply to the others, subject to the approval of the Contracting Officer. All mixer performance (uniformity) testing shall be performed by the Contractor in accordance with COE CRD-C 55 and with paragraph titled TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL.

TABLE 4
UNIFORMITY REQUIREMENTS--STATIONARY MIXERS

Parameter	Regular Tests Allowable Maximum Range for Average of 3 Batches	Abbreviated Tests Allowable Maximum Range for 1 Batch
Unit weight of air-free mortar, lb/cubic ft	2.0	2.0

TABLE 4
UNIFORMITY REQUIREMENTS--STATIONARY MIXERS

Parameter	Regular Tests Allowable Maximum Range for Average of 3 Batches	Abbreviated Tests Allowable Maximum Range for 1 Batch
Air content, percent	1.0	--
Slump, inches	25	--
Coarse aggregate, percent	6.0	6.0
Compressive strength at 7 days, percent	10.0	10.0
Water content, percent	1.5	--

1.12.3 Transporting Equipment

Concrete shall be transported to the paving site in nonagitating equipment conforming to ASTM C 94/C 94M in approved agitators. All transporting equipment shall be designed and operated to deliver and discharge the required concrete mixture completely without segregation.

1.12.4 Transfer and Spreading Equipment

Equipment for transferring concrete from the transporting equipment to the paving lane in front of the paver shall be specially manufactured, self-propelled transfer equipment which will accept the concrete outside the paving lane and will transfer and spread it evenly across the paving lane in front of the paver and strike off the surface evenly to a depth which permits the paver to operate efficiently.

1.12.5 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 weigh at least 2200 lb. per foot of lane width, and shall be powered by an engine having at least 6.0 horsepower per foot of lane width. The paver-finisher shall spread, consolidate, and shape the plastic concrete to the desired cross section in one pass. The mechanisms for forming the pavement shall be easily adjustable in width and thickness and for required crown. In addition to other spreaders required by paragraph Transfer and Spreading Equipment, the paver-finisher shall be equipped with a full width knock-down auger or paddle mechanism, 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, as required. 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. Spud vibrators shall operate at a frequency of not less than 8000 impulses per minute and an amplitude of not less than 0.03 inch and tube vibrators at a frequency of not less than 5000 impulses per minute and an amplitude of not less than 0.03 inch, as determined by COE CRD-C 521. The paver-finisher shall be equipped with a transversely oscillating screed or an extrusion plate to shape, compact, and smooth the surface and shall so finish the surface that no significant amount of hand finishing, except use of cutting straightedges, is required. The screed or

extrusion plate shall be constructed to provide adjustment for crown in the pavement. The entire machine shall provide adjustment for variation in lane width or thickness and to prevent more than 8 inches of the screed or extrusion plate extending over previously placed concrete on either end when paving fill-in lanes. Machines that cause displacement of properly installed forms or cause ruts or indentations in the prepared underlying materials and machines that cause frequent delays due to mechanical failures shall be replaced as directed.

1.12.5.1 Paver-Finisher with Fixed Forms

The paver-finisher shall be equipped with wheels designed to keep it aligned with the forms and to spread the load so as to prevent deformation of the forms.

1.12.5.2 Slipform Paver-Finisher

The slipform paver-finisher shall be automatically controlled and crawler mounted with four padded tracks so as to be completely stable under all operating conditions. The paver-finisher shall finish the surface and edges so that no edge slump beyond allowable tolerance occurs. 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, only where permitted by paragraph Slipform Paving, to a ski operating on a completed lane. Suitable moving side forms shall be provided that are adjustable and will produce smooth, even edges, perpendicular to the top surface and meeting specification requirements for alignment and freedom from edge slump.

1.12.5.3 Longitudinal Mechanical Float

A longitudinal mechanical float shall be specially designed and manufactured to smooth and finish the pavement surface without working excess paste to the surface. It shall be rigidly attached to the rear of the paver-finisher or to a separate self-propelled frame spanning the paving lane. The float plate shall be at least 5 feet long by 8 inches wide and shall automatically be oscillated in the longitudinal direction while slowly moving from edge to edge of the paving lane, with the float plate in contact with the surface at all times.

1.12.5.4 Nonrotating Pipe Float

A pipe float if used, shall be a nonrotating pipe 6 to 10 inches in diameter and sufficiently long to span the full paving width when oriented at an angle of approximately 60 degrees with the centerline. The pipe float shall be mounted on a self-propelled frame that spans the paving lane. No means of applying water to the surface shall be incorporated in the pipe float.

1.12.5.5 Other Types of Finishing Equipment

Clay screeds or other rotating tube floats, or bridge deck finishers, shall not be allowed on the project. Concrete finishing equipment of types other than specified above may be demonstrated on a test section outside the production pavement if approved in writing. If the Contracting Officer's representative decides from evaluation of the test section that the equipment is better than the specified finishing equipment, its use will be permitted as long as it continues to perform better than the specified equipment.

1.12.6 Curing Equipment

Equipment for applying membrane-forming curing compound shall be mounted on a self-propelled frame that spans the paving lane. The reservoir for curing compound shall be constantly mechanically (not air) agitated during operation and shall contain means for completely draining the reservoir. The spraying system shall consist of a mechanically powered pump which will maintain constant pressure during operation, an operable pressure gauge, and either a series of spray nozzles evenly spaced across the lane to give uniformly overlapping coverage or a single spray nozzle which is mounted on a carriage which automatically traverses the lane width at a speed correlated with the forward

movement of the overall frame. All spray nozzles shall be protected with wind screens. Any hand-operated sprayers allowed by paragraph Membrane Curing shall be compressed air supplied by a mechanical air compressor. If the curing machine fails to apply an even coating of compound at the specified rate, it shall immediately be replaced.

1.12.7 Texturing Equipment

Texturing equipment shall be as specified below. Before use, the texturing equipment shall be demonstrated on a test section, and the equipment shall be modified as necessary to produce the texture directed.

1.12.7.1 Fabric Drag

A fabric drag shall consist of a piece of material as long 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. Width of the material shall provide 12 to 18 inches dragging flat on the pavement surface. Length shall be at least equal to the width of the slab plus 24 inches. The material shall be clean, reasonably new burlap, completely saturated with water before attachment to the frame and always resaturated before start of use and kept clean and saturated during use. Burlap shall conform to AASHTO M 182, Class 3 or 4.

1.12.8 Sawing Equipment

Equipment for sawing joints and for other similar sawing of concrete shall be standard diamond-type concrete saws mounted on a wheeled chassis which can be easily guided to follow the required alignment. Blades shall be diamond tipped. If demonstrated to operate properly, abrasive blades may be used.

1.12.9 Straightedge

The Contractor shall furnish and maintain at the job site, in good condition, one 12 foot straightedge for each paving train for testing the hardened portland cement concrete surfaces. These straightedges 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.

1.12.10 Profilograph

The Contractor shall furnish a 25 foot profilograph for testing the finished pavement surface. The profilograph shall produce a record on tape of the results of testing the pavement surface and shall automatically mark the Profile Index of each section tested as well as indicate and measure each "must grind" point, all in accordance with CDT Test 526 and as required by paragraph Surface Smoothness.

PART 2 PRODUCTS

2.1 CEMENTITIOUS MATERIALS

Cementitious materials shall be portland cement, or portland-pozzolan cement, or only portland cement in combination with pozzolan and shall conform to appropriate specifications listed below. Temperature of cementitious materials as supplied to the project shall not exceed 150 degrees F.

2.1.1 Portland Cement

Portland cement shall conform to ASTM C 150, Type I II, except that the maximum amount of C3A in Type I cement shall be 15 percent, low-alkali including false set requirements.

2.1.2 Pozzolan (Fly Ash and Silica Fume)

2.1.2.1 Fly Ash

Fly ash shall conform to ASTM C 618, Class [C] [F], including the optional requirements in Tables 1A and 2A. [Loss on ignition shall not exceed 3 percent.]

Class F fly ash, when used to mitigate alkali-aggregate reactivity, shall have a Calcium Oxide (CaO) content of less than 8 percent. The Contractor shall comply with EPA requirements in accordance with Section 01670 RECYCLED / RECOVERED MATERIALS.

2.2 AGGREGATES

[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 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 Aggregate Sources

Fine and coarse aggregates to be used in all concrete shall be evaluated and tested by the Contractor for alkali-aggregate reactivity in accordance with ASTM C 1260. Both coarse aggregate size groups shall be tested if from different sources. Test results shall have a measured expansion equal to or less than 0.08 percent at 16 days after casting. Should the test data indicate an expansion greater than 0.08 percent, the aggregate(s) shall be rejected, or additional testing, using a modified version of ASTM C 1260, shall be performed by the Contractor as described below. ASTM C 1260 shall be modified as follows to include one of the following options:

- a. Utilize the Contractor's proposed low alkali portland cement and

Class F fly ash in combination for the test proportioning. Class F fly ash shall contain less than 8 percent Calcium Oxide (CaO) and shall be used in the range of 25 to 40 percent of the total cementitious material by mass. The quantity shall be determined that will meet all the requirements of these specifications and which will lower the expansion equal to or less than 0.08 percent at 16 days after casting.

b. Utilize the Contractor's proposed low alkali portland cement and ground granulated blast furnace (GGBF) slag in combination for the test proportioning. GGBF slag shall be used in the range of 40 to 50 percent of the total cementitious material by mass. The quantity shall be determined that will meet all the requirements of these specifications and which will lower the expansion equal to or less than 0.08 percent at 16 days after casting.

If any of the above options does not lower the expansion equal to or less than 0.08 percent at 16 days after casting, the aggregate(s) shall be rejected and the Contractor shall submit new aggregate sources for retesting. The results of the testing shall be submitted to the Contracting Officer for evaluation and acceptance.

2.2.2 Coarse Aggregate

Coarse aggregate shall have a satisfactory service record of at least 5 years successful service in three paving projects or, if a new source is used, shall meet the requirements when tested for resistance to freezing and thawing.

2.2.2.1 Material Composition

Coarse aggregate shall consist of crushed, crushed stone, or a combination thereof. Crushed gravel shall contain not less than 75 percent of crushed particles by mass in each sieve size, as determined by COE CRD-C 171.

2.2.2.2 Quality

Aggregates as delivered to the mixers shall consist of clean, hard, uncoated particles meeting the requirements of ASTM C 33 and other requirements specified herein. Coarse aggregate shall be washed. Washing shall be sufficient to remove dust and other coatings.

2.2.2.3 Particle Shape Characteristics

Particles of the coarse aggregate shall be generally spherical or cubical in shape. The quantity of flat and elongated particles in any size group shall not exceed 20 percent by weight as determined by COE CRD-C 119. A flat particle is defined as one having a ratio of width to thickness greater than 3; an elongated particle is one having a ratio of length to width greater than 3.

2.2.2.4 Size and Grading

The nominal maximum size of the coarse aggregate shall be 1.5 inches and shall meet the size groups below. When the nominal maximum coarse size is greater than 1 inch, the aggregates shall be furnished in two size groups as follows:

Nominal Maximum Size Inches	Size Group
3/4	ASTM C 33 --No. 67 (No. 4 to 3/4 inch)
1-1/2	ASTM C 33 --No. 4 (3/4 to 1-1/2 inch)

The grading of the coarse aggregate within the separated size groups shall conform to the requirements of ASTM C 33, Sizes 67 and 4 as delivered to the mixer. [The nominal maximum size aggregate used in a thin bonded overlay shall not exceed one-third of the overlay thickness. Overlay thickness used in determining coarse aggregate size shall not include additional thickness for leveling. The entrained air content shall be increased nearer the upper limit as the maximum coarse-aggregate size is decreased.]

2.2.2.5 Deleterious Materials - Airfield Pavements

The amount of deleterious material in each sieve size of coarse aggregate shall not exceed the limits shown in Table 5 below, determined in accordance with the test methods shown.

TABLE 5
LIMITS OF DELETERIOUS MATERIALS IN COARSE AGGREGATE
FOR AIRFIELD PAVEMENTS
Percentage by Mass

<u>Materials</u>	<u>TEXT DELETED</u>		
Clay lumps and friable particles (ASTM C 142)	<u>TEXT DELETED</u>	2.0	<u>TEXT DELETED</u>
Shale (a) (ASTM C 295)	<u>TEXT DELETED</u>	1.0	<u>TEXT DELETED</u>
Material finer than 0.075 mm (No. 200 sieve) (b) (ASTM C 117)	<u>TEXT DELETED</u>	1.0	<u>TEXT DELETED</u>
Lightweight particles (c) (ASTM C 123)	<u>TEXT DELETED</u>	0.5	<u>TEXT DELETED</u>
Clay ironstone (d) (ASTM C 295)	<u>TEXT DELETED</u>	1.0	<u>TEXT DELETED</u>
Chert and cherty stone (less than 2.40 Mg/cubic meter density SSD (2.40 Sp. Gr.)) (e) (ASTM C 295)	<u>TEXT DELETED</u>	1.0	<u>TEXT DELETED</u>
Claystone, mudstone, and siltstone (f) (ASTM C 295)	<u>TEXT DELETED</u>	1.0	<u>TEXT DELETED</u>
Shaly and argillaceous limestone (g) (ASTM C 295)	<u>TEXT DELETED</u>	1.0	<u>TEXT DELETED</u>
Other soft particles COE CRD-C 130	<u>TEXT DELETED</u>	1.0	<u>TEXT DELETED</u>
Total of all deleterious substances exclusive of material finer than 0.075 mm (No. 200 sieve)	<u>TEXT DELETED</u>	3.0	<u>TEXT DELETED</u>

- a. Shale is defined as a fine-grained, thinly laminated or fissile sedimentary rock. It is commonly composed of clay or silt or both. It has been indurated by compaction or by cementation, but not so much as to have become slate.
- b. Limit for material finer than 0.075 mm (No. 200 sieve) will be increased

to 1.5 percent for crushed aggregates if the fine material consists of crusher dust that is essentially free from clay or shale.

- c. The separation medium shall have a density of 2.0 Mg/cubic meter (Sp. Gr. of 2.0). This limit does not apply to coarse aggregate manufactured from blast-furnace slag unless contamination is evident.
- d. Clay ironstone is defined as an impure variety of iron carbonate, iron oxide, hydrous iron oxide, or combinations thereof, commonly mixed with clay, silt, or sand. It commonly occurs as dull, earthy particles, homogeneous concretionary masses, or hard-shell particles with soft interiors. Other names commonly used for clay ironstone are "chocolate bars" and limonite concretions.
- e. Chert is defined as a rock composed of quartz, chalcedony or opal, or any mixture of these forms of silica. It is variable in color. The texture is so fine that the individual mineral grains are too small to be distinguished by the unaided eye. Its hardness is such that it scratches glass but is not scratched by a knife blade. It may contain impurities such as clay, carbonates, iron oxides, and other minerals. Other names commonly applied to varieties of chert are: flint, jasper, agate, onyx, hornstone, porcellanite, novaculite, sard, carnelian, plasma, bloodstone, touchstone, chrysoprase, heliotrope, and petrified wood. Cherty stone is defined as any type of rock (generally limestone) that contains chert as lenses and nodules, or irregular masses partially or completely replacing the original stone.
- f. Claystone, mudstone, or siltstone, is defined as a massive fine-grained sedimentary rock that consists predominantly of indurated clay or silt without laminations or fissility. It may be indurated either by compaction or by cementation.
- g. Shaly limestone is defined as limestone in which shale occurs as one or more thin beds or laminae. These laminae may be regular or very irregular and may be spaced from a few inches down to minute fractions of an inch. Argillaceous limestone is defined as a limestone in which clay minerals occur disseminated in the stone in the amount of 10 to 50 percent by weight of the rock; when these make up from 50 to 90 percent, the rock is known as calcareous (or dolomitic) shale (or claystone, mudstone, or siltstone).

2.2.2.6 Testing Sequence Deleterious Materials -- Airfields Only

The size of the sample shall be at least 200 pounds for the 3/4 to 1-1/2 inch size and 25 pounds for the No. 4 to 3/4 inch coarse aggregate and 10 pounds for the fine aggregate. The Contractor shall provide facilities for the ready procurement of representative test samples. Samples shall be taken and tested by and at the expense of the Contractor, using appropriate Corps of Engineers laboratory and ASTM test methods. Additional tests and analyses of aggregates at various stages in the processing and handling operations may be made by the Government at the discretion of the Contracting Officer. Such Government testing will not relieve the Contractor of any of its testing responsibilities. The testing procedure on each sample of coarse aggregate for compliance with limits on deleterious materials shall be as follows:

Step 1: Test approximately one-fifth of sample for material finer than the No. 200 sieve.

Step 2: Wash off material finer than No. 200 sieve from the remainder of the sample and recombine the remainder with material retained on the No. 200 sieve from Step 1.

Step 3: Test remaining full sample for clay lumps and friable particles and remove.

Step 4: Test remaining full sample for lightweight particles and remove, and

then for chert and/or cherty stone with SSD density of less than 2.40 Mg/cubic meter (Sp. Gr. 2.40) and remove.

Step 5: Test remaining sample for clay-ironstone, shale, claystone, mudstone, siltstone, shaly and/or argillaceous limestone, and remove.

Step 6: Test approximately one-fifth of remaining full sample for other soft particles.

Determination of deleterious materials listed in Steps 4 and 5 shall be performed by an individual specifically trained in petrographic identification. The individual selected to perform the identification of these deleterious materials shall be subject to approval and, at least 10 days before any individual is proposed to commence this type of work, the Contractor shall submit a written resume, of the individual's training and experience for approval by the US CORPS OF ENGINEERS KANSAS CITY DISTRICT OFFICE Laboratory. The Contractor will not be entitled to any extension of time or additional payment due to any delays caused by the testing, evaluation, or personnel requirements.

2.2.2.7 Resistance to Freezing and Thawing

Coarse 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 COE CRD-C 114.

2.2.2.8 Resistance to Abrasion

Coarse aggregate shall not show more than 40 percent loss when subjected to the Los Angeles abrasion test in accordance with ASTM C 131.

2.2.2.9 TEXT DELETED

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2.2.3 Fine Aggregate

Fine aggregate shall have a service record of at least 5 years satisfactory service in three paving projects or, if a new source is used, shall meet the requirements for resistance to freezing and thawing.

2.2.3.1 Composition

Fine aggregate shall consist of natural sand, manufactured sand, or a combination of the two, and shall be composed of clean, hard, durable particles.

Irrespective of the source from which it is obtained, all fine aggregate shall be composed of clean, hard, durable particles meeting the requirements of ASTM C 33.

Each type of fine aggregate shall be stockpiled and batched separately. Any degree of contamination will be cause for the rejection of the entire stockpile.

2.2.3.2 Particle Shape

Particles of the fine aggregate shall be generally spherical or cubical in shape.

2.2.3.3 Grading

Grading of the fine aggregate, as delivered to the mixer, shall conform to the requirements of ASTM C 33. In addition, the fine aggregate, as delivered to the mixer, shall have a fineness modulus of not less than 2.50 nor more than 3.00.

The grading of the fine aggregate also shall be controlled so that the fineness moduli of at least nine of every set of ten consecutive samples of the fine aggregate, as delivered to the mixer, will not vary more than 0.15 from the average fineness moduli of all samples previously taken. The fineness modulus shall be determined by COE CRD-C 104.

2.2.3.4 Deleterious Material

The amount of deleterious material in the fine aggregate shall not exceed the following limits by mass:

Material	Percentage by Mass
Clay lumps and friable particles ASTM C 142	1.0
Material finer than 0.075 mm (No. 200 sieve) ASTM C 117	3.0
Lightweight particles ASTM C 123 using a medium with a density of 2.0 Mg/cubic meter (Sp. Gr. of 2.0))	0.5
Total of all above	3.0

2.2.3.5 Resistance to Freezing and Thawing

Fine 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 COE CRD-C 114.

2.3 CHEMICAL ADMIXTURES

2.3.1 Air-Entraining Admixtures

The air-entraining admixture shall conform to ASTM C 260 and shall consistently entrain the air content in the specified ranges under field conditions. The air-entraining admixture shall be in a solution of suitable concentration for field use.

2.3.2 Accelerator

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.

2.3.3 Retarder

A retarding admixture shall meet the requirements of ASTM C 494/C 494M, Type B, except that the 6-month and 1-year compressive strength tests are waived. The use of the admixture is at the option of the Contractor, but shall not be used to reduce the amount of cementitious material.

2.3.4 Water-Reducer

A water-reducing admixture shall meet the requirements of ASTM C 494/C 494M, Type A or D except that the 6-month and 1-year compressive strength tests are waived. The admixture may be added to the concrete mixture only when its use is approved or directed, and only when it has been used in mixture proportioning studies to arrive at approved mixture proportions.

2.4 CURING MATERIALS

2.4.1 Membrane Forming Curing Compound

Membrane forming curing compound shall be a white pigmented compound conforming to COE CRD-C 300.

2.4.2 Burlap

Burlap used for curing shall conform to AASHTO M 182, Class 3 or 4. Materials shall be new or shall be clean materials never used for anything other than curing concrete.

2.5 WATER

Water for mixing and curing shall be fresh, clean, potable, and free of injurious amounts of oil, acid, salt, or alkali, except that non-potable water may be used if it meets the requirements of COE CRD-C 400.

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 II III. 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

All reinforcement shall be free from loose, flaky rust, loose scale, oil, grease, mud, or other coatings that might reduce the bond with concrete. Removal of thin powdery rust and tight rust is not required. However, reinforcing steel which is rusted to the extent that it does not conform to the required dimensions or mechanical properties shall not be used.

2.7.1 Reinforcing Bars and Bar Mats

Reinforcing bars shall conform to ASTM A 615/A 615M, billet-steel Grade 80. Bar mats shall conform to ASTM A 184/A 184M. The bar members shall be billet steel.

2.7.2 Welded Wire Fabric

Welded steel wire fabric shall conform to ASTM A 185.

2.7.3 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 bars fabricated or cut to length at the shop or mill before delivery to the site. Dowels shall be free of loose, flaky rust and loose scale and shall be clean and straight. Dowels may be sheared to length provided that the deformation from true shape caused by shearing does not exceed 0.04 inch on the diameter of the dowel and does not extend more than 0.04 inch from the end of the dowel. Dowels shall be plain (non-deformed) steel bars conforming to ASTM A 615/A 615M, Grade 40 or 60; ASTM A 616/A 616M, Grade 50 or 60; or ASTM A 617/A 617M, Grade 40 or 60; or shall be steel pipe conforming to ASTM A 53/A 53M, extra strong, as indicated. If split dowels are proposed for use, a complete description of the materials and installation procedures shall be submitted for approval at least 15 days before start of construction. Paint for dowels shall conform to MIL-DTL-24441/20.

2.9 EPOXY RESIN

All epoxy-resin materials shall be two-component materials conforming to the requirements of 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 materials 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 use for injecting cracks shall be Type IV, Grade 1.
- d. Material for bonding freshly mixed portland cement concrete or mortar or freshly mixed epoxy resin concrete or mortar to hardened concrete shall be Type V, Grade as approved.

2.10 SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES

2.10.1 Specified Flexural Strength

Specified flexural strength, R, for concrete is 650 psi at 90 days, as determined by tests made in accordance with ASTM C 78 of beams fabricated and cured in accordance with ASTM C 192/C 192M or as determined by equivalent flexural strength for acceptance as specified in paragraph, Flexural Strength. Maximum allowable water-cementitious material ratio is 0.45. The water-cementitious material ratio will be the equivalent water-cement ratio as determined by conversion from the weight ratio of water to cement plus pozzolan, silica fume, and ground granulated blast furnace slag by the mass equivalency method described in ACI 211.1. The concrete shall be air-entrained with a total air content of 6.0 plus or minus 1.5 percentage points, at the point of placement. Air content shall be determined in accordance with ASTM C 231. The maximum allowable slump of the concrete at the point of placement shall be 2 inches for pavement constructed with fixed forms. For slipformed pavement, at the start of the project, the Contractor shall select a maximum allowable slump which will produce in-place pavement meeting the specified tolerances for control of edge slump.

2.10.2 Concrete Temperature

The temperature of the concrete as delivered shall conform to the requirements of paragraphs, Paving in Hot Weather and Paving in Cold Weather. Temperature of concrete shall be determined in accordance with ASTM C 1064/C 1064M.

2.10.3 Concrete Strength for Final Acceptance

The strength of the concrete will be considered acceptable when the average equivalent 90-day Flexural strengths for each lot are above the 'Specified Flexural Strength' as determined by correlation with 14-day compressive strength tests specified in paragraph MIXTURE PROPORTIONS BY CONTRACTOR for 90-day flexural Strength, and no individual set (2 cylinders per subplot) in the lot are 25 psi or more below the equivalent 'Specified Flexural Strength'. If any lot or subplot, respectively, fails to meet the above criteria, the lot or subplot shall be removed and replaced at no additional cost to the Government. This is in addition to and does not replace the average strength required for day-to-day CQC operations as specified in paragraph Average Flexural Strength Required for Mixtures.

2.11 MIXTURE PROPORTIONS BY CONTRACTOR

2.11.1 Composition

Concrete shall be composed of cementitious material, water, fine and coarse aggregates, and admixtures. The cementitious material shall be portland cement, or only portland cement in combination with [pozzolan. Fly ash, if used with non alkali-reactive aggregates, shall consist of not less than 15 percent of the cementitious material by mass and not more than 35 percent. GGBF slag, if used with non alkali-reactive aggregates, shall consist of not less than 20 percent of the cementitious material by mass and not more than 50 percent. If Class F fly ash or GGBF slag is required to mitigate potential alkali-aggregate reactivity, the percentage by mass determined from the modified ASTM C 1260 testing shall be used in the mixture proportioning studies.. The total cementitious material content shall be at least 517 lb./cu. yd. Admixtures shall consist of air entraining admixture and may also include, as approved water-reducing admixture. If water-reducer is used, it shall be used only at the dosage determined during

mixture proportioning studies. High range water-reducing admixtures and admixtures to produce flowable concrete shall not be used.

2.11.2 Concrete Proportioning Studies, Pavement Concrete

Trial design batches, mixture proportioning studies, and testing requirements shall be the responsibility of the Contractor. Mixture proportioning studies shall be performed by a commercial laboratory, inspected by the Government, and approved in writing. The laboratory performing the mixture proportioning shall conform with ASTM C 1077. Strength requirements during mixture proportioning studies shall be based on flexural strength as determined by test specimens fabricated in accordance with ASTM C 192/C 192M and tested in accordance with ASTM C 78. Samples of all materials used in mixture proportioning studies shall be representative of those proposed for use on the project and shall be accompanied by the manufacturer's or producer's test reports indicating compliance with these specifications. Trial mixtures having proportions, slumps, and air content suitable for the work shall be based on methodology described in ACI 211.1, modified as necessary to accommodate flexural strength.

2.11.2.1 Water-Cement Ratio

At least three different water-cement ratios, which will produce a range of strength encompassing that required on the project, shall be used. The maximum allowable water-cement ratio required in paragraph Maximum Water-Cement Ratio will be the equivalent water-cement ratio as determined by conversion from the mass ratio of water to cement plus pozzolan, silica fume, and ground granulated blast furnace (GGBF) slag by the weight equivalency method as described in ACI 211.1. Laboratory trial mixtures shall be proportioned for maximum permitted slump and air content.

2.11.2.2 Trial Mixture Studies

Separate sets of trial mixture studies shall be made for each combination of cementitious materials and each combination of admixtures proposed for use. No combination of either shall be used until proven by such studies, except that, if approved in writing and otherwise permitted by these specifications, an accelerator or a retarder may be used without separate trial mixture study. Separate trial mixture studies shall also be made for concrete for any placing method proposed which requires special properties. The temperature of concrete in each trial batch shall be reported. Each mixture shall be designed to promote easy and suitable concrete placement, consolidation and finishing, and to prevent segregation and excessive bleeding. Concrete proportioning studies shall be performed using the following procedures:

2.11.2.3 Mixture Proportioning for 90-day Flexural Strength

The following step by step procedure shall be followed:

- a. Fabricate all beams and cylinders for each mixture from the same batch or blend of batches. Fabricate and cure all beams and cylinders in accordance with ASTM C 192/C 192M, using 6 x 6 inch beams and 6 x 12 inch cylinders.
- b. Test beams in accordance with ASTM C 78, cylinders in accordance with ASTM C 39/C 39M.
- c. Fabricate and cure test beams from each mixture for 7, 14, 28 and 90-day flexural tests; 6 beams to be tested per age.
- d. Fabricate and cure test cylinders from each mixture for 7, 14, 28 and 90-day compressive strength tests; 6 cylinders to be tested per age.
- e. Using the average strength for each w/c at each age, plot all results from each of the three mixtures on separate graphs for w/c versus:

7-day flexural strength

14-day flexural strength
 90-day flexural strength
 7-day compressive strength
 14-day compressive strength
 90-day compressive strength

- f. From these graphs select a w/c that will produce a mixture giving a 90-day flexural strength equal to the required strength determined in accordance with paragraph "Average Flexural Strength Required for Mixtures".
- g. Using the above selected w/c, select from the graphs the expected 7, 14, 28 and 90-day flexural strengths and the expected 7, 14, 28 and 90-day compressive strengths for the mixture.
- h. From the above expected strengths for the selected mixture determine the following Correlation Ratios:
 - (1) Ratio of the 14-day compressive strength of the selected mixture to the 90-day flexural strength of the mixture (for acceptance).
 - (2) Ratio of the 7-day compressive strength of the selected mixture to the 90-day flexural strength of the mixture (for CQC control).
- i. If there is a change in materials, additional mixture design studies shall be made using the new materials and new Correlation Ratios shall be determined.
- j. No concrete pavement shall be placed until the Contracting Officer has approved the Contractor's mixture proportions.

2.11.3 Contractor Quality Control for Average Flexural Strength

The Contractor's day to day production shall be Controlled (CQC) in accordance with the criteria herein, in the following subparagraphs, and in par. 'Concrete Strength Testing for CQC'. This is entirely different from the acceptance requirements of par. 'Concrete Strength for Final Acceptance', and it is mandatory that both sets of requirements must be met. If at any time, the 'equivalent average 90-day flexural strength', for any lot, as determined by correlation with results of 7-day compressive test specimens, is 69 psi or more below the 'required equivalent average 90-day flexural strength', as specified below, the paving operation shall be stopped and the Contractor shall take necessary steps to improve the mixture proportioning, materials, or the batching and mixing to increase the strength. The paving operations shall not recommence until the Contracting Officer has approved the Contractor's Proposed changes in writing.

2.11.3.1 Average CQC Flexural Strength Required for Mixtures

In order to ensure meeting, the strength requirements specified in paragraph SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES, during production, the mixture proportions selected during mixture proportioning studies and used during construction shall produce a required average CQC flexural strength exceeding the specified strength, R, by the amount indicated below. This required average CQC flexural strength, Ra, will be used only for CQC operations as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL and as specified in the previous paragraph. During production, the required Ra shall be adjusted (increased or decreased), as appropriate and as approved, based on the standard deviation of equivalent 90-day strengths being attained during paving.

- a. From Previous Test Records: Where a concrete production facility has previous test records, a standard deviation shall be established in accordance with the applicable provisions of ACI 214.3R. Test records

from which a standard deviation is calculated shall represent materials, quality control procedures, and conditions similar to those expected, shall represent concrete produced to meet a specified flexural strength or strengths within 150 psi of the 90-day flexural strength specified for the proposed work, and shall consist of at least 30 consecutive tests. A strength test shall be the average of the strengths of two specimens made from the same sample of concrete and tested at 90 days. Required average CQC flexural strength, R_a , used as the basis for selection of concrete proportions shall be the value from the equation that follows, using the standard deviation as determined above:

$$R_a = R + 1.34S$$

Where: S = standard deviation
 R = specified flexural strength
 R_a = required average flexural strength

Where a concrete production facility does not have test records meeting the requirements above but does have a record based on 15 to 29 consecutive tests, a standard deviation shall be established as the product of the calculated standard deviation and a modification factor from the following table:

NUMBER OF TESTS	MODIFICATION FACTOR FOR STANDARD DEVIATION
15	1.16
20	1.08
25	1.03
30 or more	1.00

- b. Without Previous Test Records: When a concrete production facility does not have sufficient field strength test records for calculation of the standard deviation, the required average strength, R_a , shall be determined by adding 15 percent to the specified flexural strength, R .

PART 3 EXECUTION

3.1 PREPARATION FOR PAVING

Before commencing paving, the following shall be performed. Surfaces to receive concrete shall be prepared as specified below. If used, forms shall be in place, cleaned, coated, and adequately supported. Any reinforcing steel needed shall be at the paving site. All transporting and transfer equipment shall be ready for use, clean, and free of hardened concrete and foreign material. Equipment for spreading, consolidating, screeding, finishing, and texturing concrete shall be at the paving site, clean and in proper working order. All equipment and material for curing and for protecting concrete from weather or mechanical damage shall be at the paving site, in proper working condition, and in sufficient amount for the entire placement. When hot, windy conditions during paving appear probable, equipment and material shall be at the paving site to provide windbreaks, shading, fogging, or other action to prevent plastic shrinkage cracking or other damaging drying of the concrete.

3.2 CONDITIONING OF UNDERLYING MATERIAL

3.2.1 General Procedures

Underlying material, 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. Prior to setting forms or placement of concrete, the underlying material shall be well drained and shall have been satisfactorily graded and uniformly compacted in accordance with the applicable Section of these

specifications. The surface of the subgrade or base course shall be tested as to crown, elevation, and density in advance of setting forms or of concrete placement using slip-form techniques. High areas shall be trimmed to proper elevation. Low areas shall be filled and compacted to a condition similar to that of surrounding grade, or filled with concrete monolithically with the pavement. Where low areas are filled with concrete, the areas shall be marked, as approved, and cores for thickness determinations as required by paragraph, Flexural Strength and Thickness shall not be drilled in those areas. Any underlying material disturbed by construction operations shall be reworked and recompacted to specified density immediately in front of the paver. If a slipform paver is permitted and is used, the same underlying material under the paving lane shall be continued beyond the edge of the lane a sufficient distance and shall be thoroughly compacted and true to grade to provide a suitable trackline for the slipform paver and firm support for the edge of the paving lane. Where an open-graded granular base is required under the concrete, the Contractor shall select paving equipment and procedures which will operate properly on the base course without causing displacement or other damage.

3.2.2 Traffic on Underlying Material

After the underlying material has been prepared for concrete placement, no equipment shall be permitted thereon. Subject to specific approval, crossing of the prepared subgrade or base course at specified intervals for construction purposes may be permitted, provided rutting or indentations do not occur; however, if traffic has been allowed to use the prepared subgrade or base course, the surface shall be reworked and reprepared to the satisfaction of the Contracting Officer before concrete is placed.

3.3 WEATHER LIMITATIONS

3.3.1 Placement and Protection During Inclement Weather

The Contractor shall not commence placing operations when heavy rain or other damaging weather conditions appear imminent. At all times when placing concrete, the Contractor shall maintain on-site sufficient waterproof cover and means to rapidly place it over all unhardened concrete or concrete that might be damaged by rain. Placement of concrete shall be suspended whenever rain or other damaging weather commences to damage the surface or texture of the placed unhardened concrete, washes cement out of the concrete, or changes the water content of the surface concrete. All unhardened concrete shall be immediately covered and protected from the rain or other damaging weather. Any pavement damaged by rain or other weather shall be completely removed and replaced at the Contractor's expense as specified in paragraph, Repair, Removal, Replacement of Slabs.

3.3.2 Paving in Hot Weather

When the ambient temperature during paving is expected to exceed 90 degrees F, the concrete shall be properly placed and finished in accordance with procedures previously submitted and as specified herein. The concrete temperature at time of delivery to the forms shall not exceed the temperature shown in the table below when measured in accordance with ASTM C 1064/C 1064M. Cooling of the mixing water or aggregates or placing in the cooler part of the day may be required to obtain an adequate placing temperature. An approved retarder may be used to facilitate placing and finishing. Steel forms and reinforcing shall be cooled as approved prior to concrete placement when steel temperatures are greater than 120 degrees F. Transporting and placing equipment shall be cooled or protected if necessary to maintain proper concrete-placing temperature. Concrete shall be placed continuously and rapidly at a rate of not less than 100 feet of paving lane per hour. The finished surfaces of the newly laid pavement shall be kept damp by applying a fog spray (mist) with approved spraying equipment until the pavement is covered by the curing medium. If necessary, wind screens shall be provided to protect the concrete from an evaporation rate in excess of 0.2 lb./square foot per hour, as determined by method shown in Figure 2.1.5 of ACI 305R.

Maximum Allowable Concrete Placing Temperature

Relative Humidity, Percent, During Time of Concrete Placement	Maximum Allowable Concrete Temperature in Degrees F
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Greater than 60	90
40-60	85
Less than 40	80

3.3.3 Prevention of Plastic Shrinkage Cracking

During hot weather with low humidity, and particularly with appreciable wind, the Contractor shall develop and institute measures to prevent plastic shrinkage cracks from developing. Particular care shall be taken if plastic shrinkage cracking is potentially imminent and especially if it has developed during a previous placement. Periods of high potential for plastic shrinkage cracking can be anticipated by use of Fig. 2.1.5 of ACI 305R. In addition to the protective measures specified in the previous paragraph, the concrete placement shall be further protected by erecting shades and windbreaks and by applying fog sprays of water, sprinkling, ponding, or wet covering. When such water treatment is stopped, curing procedures shall be immediately commenced. Plastic shrinkage cracks that occur shall be filled by injection of epoxy resin as directed, after the concrete hardens. Plastic shrinkage cracks shall never be troweled over or filled with slurry.

3.3.4 Paving in Cold Weather

Special protection measures, as submitted and approved, and as specified herein, shall be used if freezing temperatures are anticipated before the expiration of the specified curing period. 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. However, placement may begin when both the ambient temperature and the temperature of the underlying material are at least 35 degrees F and rising. When the ambient temperature is less than 50 degrees F, the temperature of the concrete when placed shall be not less than 50 degrees F nor more than 75 degrees F. Heating of the mixing water or aggregates will be required to regulate the concrete placing temperature. 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. [Upon written approval, chemical admixture conforming to ASTM C 494/C 494M Type C or E may be used provided it contains no calcium chloride.] 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, REPLACEMENT OF SLABS.

3.4 CONCRETE PRODUCTION

Batching, mixing, and transporting equipment shall have a capacity sufficient to maintain a continuous, uniform forward movement of the paver of not less than 2.5 feet per minute. 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. No water shall be added to the concrete after it is batched. 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 be on approved forms and 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 weekly.

3.4.1 Batching and Mixing Concrete

The batching and mixing equipment and the operation thereof shall conform to the requirements of paragraph EQUIPMENT and as specified herein. All equipment shall be kept clean and in operable condition at all times. Scale pivots and bearings shall be kept clean and free of rust. Any equipment which fails to perform as specified shall immediately be removed from use until properly repaired and adjusted, or replaced.

3.4.2 Transporting and Transfer - Spreading Operations

The transporting and transfer equipment and the operation thereof shall conform to the requirements of paragraph EQUIPMENT and as specified herein. All equipment shall be kept clean and in operable condition at all times. Non-agitating equipment shall be used only on smooth roads and for haul time less than 15 minutes at all times during the work day. No transporting equipment shall be allowed to operate on the prepared and compacted underlying material in front of the paver-finisher. An approved transfer spreader shall be used to transfer the concrete from hauling equipment outside the paving lane and to spread it evenly and strike it off to approximate grade in front of the paver-finisher. Concrete shall be deposited as close as possible to its final position in the paving lane. All equipment shall be operated to discharge and transfer concrete without segregation. In no case shall dumping of concrete in discrete piles be permitted. No transfer or spreading operation which requires the use of front-end loaders, dozers, or similar equipment to distribute the concrete will be permitted. All batching and mixing, transporting, transferring, paving, and finishing shall be properly coordinated and controlled such that the paver-finisher has a continuous forward movement at a reasonably uniform speed from beginning to end of each paving lane, except for inadvertent equipment breakdown. Failure to achieve this shall require the Contractor to halt operations, regroup, and modify operations to achieve this requirement.

3.5 PAVING

3.5.1 General Requirements

The paving and finishing equipment and the operation thereof shall conform to the requirements of paragraph EQUIPMENT and as specified herein. All equipment shall be kept clean and properly operable at all times. Pavement shall be constructed with paving and finishing equipment utilizing rigid fixed forms [or by use of slipform paving equipment]. Paving and finishing equipment and procedures shall be capable of constructing paving lanes of the required width at a rate of at least 100 feet of paving lane per hour on a routine basis. Paving equipment and its operation shall be controlled, and coordinated with all other operations, such that the paver-finisher has a continuous forward movement, at a reasonably uniform speed, from beginning to end of each paving lane, except for inadvertent equipment breakdown. Workmen with foreign material on their footwear or construction equipment that might deposit foreign material shall not be permitted to walk or operate in the plastic concrete.

3.5.2 Consolidation

Concrete shall be consolidated with the specified type of lane-spanning, gang-mounted, mechanical, immersion type vibrating equipment mounted in front of the paver, supplemented, in rare instances as specified, by hand-operated vibrators. Gang-mounted vibrator spuds shall be spaced so as to thoroughly consolidate the entire paving lane, but not more than 30 inch spacing, and with the outside vibrators not more than 12 inches from the edge of the lane. The vibrators shall be inserted into the concrete to a depth that will provide the best full-depth consolidation but 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. If the vibrators cause visible tracking in the paving lane, the paving operation shall be stopped and equipment and operations modified to prevent it. Concrete in small, odd-shaped slabs or in isolated locations inaccessible to the gang-mounted vibration equipment shall be vibrated with an approved hand-operated immersion

vibrator. Vibrators shall not be used to transport or spread the concrete. Hand-operated vibrators shall not be operated in the concrete at one location for more than 20 seconds. For each paving train, at least one additional vibrator spud, or sufficient parts for rapid replacement and repair of vibrators shall be maintained at the paving site at all times. Any evidence of inadequate consolidation (honeycomb along the edges, large air pockets, or any other evidence) shall require the immediate stopping of the paving operation and approved adjustment of the equipment or procedures.

3.5.3 Operation

When the paver approaches a header at the end of a paving lane, a sufficient amount of concrete shall be maintained ahead of the paver to provide a roll of concrete which will spill over the header. The amount of extra concrete shall be sufficient to prevent any slurry that is formed and carried along ahead of the paver from being deposited adjacent to the header. The spud vibrators in front of the paver shall be brought as close to the header as possible before they are lifted. Additional consolidation shall be provided adjacent to the headers by hand-manipulated vibrators. 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. Transversely oscillating screeds and extrusion plates shall overlap the existing pavement the minimum possible, but in no case more than 8 inches. These screeds or extrusion plates shall be electronically controlled from the previously placed pavement so as to prevent them from applying pressure to the existing pavement and to prevent abrasion of the pavement surface. The overlapping area of existing pavement surface shall at all times be kept completely free of any loose or bonded foreign material as the paver-finisher operates across it. When the paver travels on existing pavement, approved provisions shall be made to prevent damage to the existing pavement. Pavers using transversely oscillating screeds shall not be used to form fill-in lanes that have widths less than a full width for which the paver was designed or adjusted.

3.5.4 Required Results

The paver-finisher, and its gang-mounted vibrators, together with its operating procedures shall be adjusted and operated and coordinated with the concrete mixture being used to produce a thoroughly consolidated slab throughout, true to line and grade within specified tolerances. The screed or the extrusion plate shall be properly adjusted to produce a pavement surface true to line and grade. Any necessary adjustment to compensate for surging behind the screed or for inadequate height of surface after paving shall be carefully made and checked frequently. 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; never more than 3/32 inch cover over the top layer of coarse aggregate. The paver-finisher shall make only one pass across the pavement; multiple passes will 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. If any equipment or operation fails to produce the above results, the paving shall be stopped, the equipment shall be replaced or properly adjusted, the operation shall be appropriately modified, or the mixture proportions modified, in order to produce the required results before recommencing paving. No water, other than true fog sprays (mist) as specified in paragraph, Prevention of Plastic Shrinkage Cracking, shall be applied to the concrete or the concrete surface during paving and finishing.

3.5.5 Fixed Form Paving

Paving equipment for fixed-form paving and the operation thereof shall conform to the requirements of paragraph EQUIPMENT, all requirements specified above under paragraph PAVING and as specified herein.

3.5.5.1 Forms for Fixed-Form Paving

- a. 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 shall be equal in depth to the edge thickness of the slab as shown on the drawings. Forms shall be in one piece for the full depth required, except as permitted below. Under no conditions shall forms be adjusted by filling or excavating under the forms to an elevation other than the bottom of the pavement slab. Where the project requires several different slab thicknesses, forms may be built up with metal or wood to provide an increase in depth of not more than 25 percent. The required form depth may be obtained by securely bolting or welding to the bottom of the form a tubular metal section of the proper thickness or by securely bolting wood planks to the bottom of the form. The tubular metal section or wood planks shall completely cover the underside of the base of the form and shall extend beyond the edge of the base a sufficient distance to provide the necessary stability. The base width of the one-piece form, or built-up 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. Forms shall not be built-up by adding to the top. The top surface of each form section shall not vary more than 1/16 inch in 12 feet from a true line. The face of the form shall not vary more than 3/16 inch in 12 feet from a true plane. Forms with battered top surfaces or distorted faces or bases shall be removed from the project. Where keyway forms are required, they shall be rigidly attached to the main form so no displacement can take place. Metal keyway forms shall be tack-welded to steel forms. Keyway forms shall be so aligned that there is no variation over 1/4 inch either vertically or horizontally, when tested with a 12 foot template after forms are set, including tests across form joints.

- b. Steel forms shall be furnished in sections not less than 10 feet in length, except that on curves having a radius of 150 feet or less, the length of the sections shall be 5 feet unless the sections are flexible or curved to the proper radius. Each 10 foot length of form shall be provided with at least three form braces and pin sockets so spaced that the form will be rigidly braced throughout its length. Lock joints between form sections shall be free from play or movement. Forms shall be free of warps, bends, or kinks.
- c. Wood forms for curves and fillets shall be made of well-seasoned, surfaced plank or plywood, straight, and free from warp or bend. Wood forms shall be adequate in strength and rigidly braced.
- d. The 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 length and base width. Underlying material shall be thoroughly compacted and trimmed to grade before forms are set in place. Setting forms on blocks or on built-up spots of underlying material will be not permitted under any condition. The form sections shall be staked into position and tightly locked together. The length of pins and quantity provided in each section shall be sufficient to hold the form at the correct line and grade. When tested with a straightedge, the top of the installed form shall conform to the requirements specified for the finished surface of the concrete, and the longitudinal axis of the upstanding leg shall not vary more than 1/4 inch from the straightedge. Conformity to the alignment and grade elevations shown on the drawings shall be checked and necessary corrections shall be made immediately prior to placing the concrete. Forms shall be set well in advance of concrete placement. The forms shall be cleaned and oiled each time before concrete is placed. No concrete shall be placed until setting of forms has been checked and approved by the CQC team.
- e. Forms for overlay pavements and for other locations where forms must be set on existing pavements shall be held securely in place with stakes or by other approved methods. Holes in existing pavements for form stakes shall be carefully drilled by methods which will not crack or spall the existing pavement. After use, the holes shall be filled as directed.

Any method which does not hold the form securely or which damages the existing pavement shall be immediately discontinued. Prior to setting forms for paving operations, the Contractor shall demonstrate his proposed form setting procedures at an approved location and shall not proceed further until the proposed method is approved.

3.5.5.2 Form Removal

Forms shall remain in place at least 12 hours after the concrete has been placed. When conditions are such that the early strength gain of the concrete is delayed, the forms shall be left in place for a longer time, as directed. Forms shall be removed by procedures that do not injure the concrete. Bars or heavy metal tools shall not be used directly against the concrete in removing the forms. Any concrete found to be defective after form removal shall be repaired promptly, using procedures specified hereinafter or as directed.

3.5.6 Slipform Paving

3.5.6.1 General

Paving equipment for slipform paving and the operation thereof shall conform to the requirement of paragraph EQUIPMENT, all requirements specified above in subparagraphs, General, Consolidation, Operation, and Required Results, and as specified herein. The slipform paver shall shape the concrete to the specified and indicated cross section, meeting all tolerances, in one pass. The slipform paver shall finish the surface and edges so that only a very minimum isolated amount of hand finishing is required. If the paving operation does not meet the above requirements and the specified tolerances, the operation shall be immediately stopped, and the Contractor shall regroup and replace or modify any equipment as necessary, modify paving procedures or modify the concrete mix, in order to resolve the problem. The slipform paver shall be automatically electronically controlled from a taut wire guideline for horizontal alignment and on both sides from a taut wire guideline for vertical alignment, except that electronic control from a ski operating on a previously constructed adjoining lane shall be used where applicable for either or both sides. Automatic, electronic controls for vertical alignment shall always be used on both sides of the lane. Control from a slope-adjustment control or control operating from the underlying material shall never be used. If approved by the Contracting Officer after a preconstruction demonstration, automatic laser controls may be used in lieu of or to supplement the taut wire guidelines. Side forms on slipform pavers shall be properly adjusted so that the finished edge of the paving lane meets all specified tolerances. Dowels in longitudinal construction joints shall be installed as specified below. The installation of these dowels by dowel inserters attached to the paver or by any other means of inserting the dowels into the plastic concrete shall not be permitted.

3.5.6.2 Guideline for Slipform Paving

Guidelines shall be accurately and securely installed well in advance of concrete placement. Supports shall be provided at necessary intervals to eliminate all sag in the guideline when properly tightened. The guideline shall be high strength wire set with sufficient tension to remove all sag between supports. Supports shall be securely staked to the underlying material or other provisions made to ensure that the supports will not be displaced when the guideline is tightened or when the guideline or supports are accidentally touched by workmen or equipment during construction. The appliances for attaching the guideline to the supports shall be capable of easy adjustment in both the horizontal and vertical directions. When it is necessary to leave gaps in the guideline to permit equipment to use or cross underlying material, provisions shall be made for quickly and accurately replacing the guideline without any delay to the forward progress of the paver. Supports on either side of the gap shall be secured in such a manner as to avoid disturbing the remainder of the guideline when the portion across the gap is positioned and tightened. The guideline across the gap and adjacent to the gap for a distance of 200 feet shall be checked for horizontal and vertical alignment after the guideline across the gap is tightened. Vertical and horizontal positioning of the guideline shall be such

that the finished pavement shall conform to the alignment and grade elevations shown on the drawings within the specified tolerances for grade and smoothness. The specified tolerances are intended to cover only the normal deviations in the finished pavement that may occur under good supervision and do not apply to setting of the guideline. The guideline shall be set true to line and grade.

3.5.6.3 Laser Controls

If the Contractor proposes to use any type of automatic laser controls, a detailed description of the system shall be submitted and a trial field demonstration shall be performed in the presence of the Contracting Officer at least one week prior to start of paving. Approval of the control system will be based on the results of the demonstration and on continuing satisfactory operation during paving.

3.5.7 Placing Reinforcing Steel

The type and amount of steel reinforcement shall be as shown on the drawings. For pavement thickness of 12 inches or more, the reinforcement steel shall be installed by the strike-off method wherein a layer of concrete is deposited on the underlying material, consolidated, and struck to the indicated elevation of the steel reinforcement. The reinforcement shall be laid upon the prestruck surface, and the remaining concrete shall then be placed and finished in the required manner. When placement of the second lift causes the steel to be displaced horizontally from its original position, provisions shall be made for increasing the thickness of the first lift and depressing the reinforcement into the unhardened concrete to the required elevation. The increase in thickness shall be only as necessary to permit correct horizontal alignment to be maintained. Any portions of the bottom layer of concrete that have been placed more than 30 minutes without being covered with the top layer shall be removed and replaced with newly mixed concrete without additional cost to the Government.

For pavements less than 12 inches thick, the reinforcement shall be positioned on suitable chairs securely fastened to the subgrade prior to concrete placement.

Concrete shall be vibrated after the steel has been placed. Regardless of placement procedure, the reinforcing steel shall be free from coatings which could impair bond between the steel and concrete, and laps in the reinforcement shall be as indicated. In lieu of the above, automatic reinforcement depressing attachments may be used to position the reinforcement, either bar mats or welded wire fabric, provided the entire operation is approved by the Contracting Officer. Regardless of the equipment or procedures used for installing reinforcement, the Contractor shall ensure that the entire depth of concrete is adequately consolidated.

3.5.8 Placing Dowels and Tie Bars

The method used in installing and holding dowels in position shall ensure that the error in alignment of any dowel from its required alignment after the pavement has been completed will not be greater than 1/8 in. per ft. Except as otherwise specified below, location of dowels shall be within a horizontal tolerance of plus or minus 5/8 inch. The Contractor shall furnish an approved template for checking the alignment and position of the dowels. The portion of each dowel intended to move within the concrete or expansion cap shall be painted with one coat of the specified paint. When dry, the painted portion shall be wiped clean and coated with a thin, even film of lubricating oil before the concrete is placed. Pipe used as dowels shall be filled with a stiff sand-asphalt mixture or portland-cement mortar. Dowels in joints shall be omitted when the center of the dowel is located within a horizontal distance from an intersecting joint equal to or less than one-fourth of the slab thickness. Dowels shall be installed as specified in the following subparagraphs.

3.5.8.1 Contraction Joints

Dowels in longitudinal and transverse contraction joints within the paving lane shall be held securely in place, as indicated, by means of rigid metal frames or basket assemblies of an approved type. The assemblies shall consist of a framework of metal bars or wires arranged to provide rigid support for the dowels

throughout the paving operation, with a minimum of four continuous bars or wires extending along the joint line. The dowels shall be welded to the assembly or held firmly by mechanical locking arrangements that will prevent them from rising, sliding out, or becoming distorted during paving operations. The basket assemblies shall be held securely in the proper location by means of suitable pins or anchors. At the Contractor's option, in lieu of the above, dowels in contraction joints shall be installed near the front of the paver by insertion into the plastic concrete using approved equipment and procedures. Approval will be based on the results of a preconstruction demonstration which the Contractor shall conduct, showing that the dowels are installed within specified tolerances.

3.5.8.2 Construction Joints-Fixed Form Paving

Installation of dowels shall be by the bonded-in-place method. Installation by removing and replacing in preformed holes will not be permitted. Dowels shall be prepared and placed across joints where indicated, correctly aligned, and securely held in the proper horizontal and vertical position during placing and finishing operations, by means of devices fastened to the forms. If split dowels are approved and used, the female portion of the split dowel shall be bonded in the initially placed pavement lane. The female portion of the split dowel shall be securely fastened to the pavement form and shall maintain the proper position and alignment of the dowel during concrete placement so that no mortar or other foreign material will enter the socket or coupling. Before the split dowels are assembled, the external and internal threads shall be cleaned thoroughly to remove all cement, cement mortar, grit, dirt, and other foreign matter. In the final assembly, a minimum torque of 200 ft-lbs shall be applied. The spacing of dowels in construction joints shall be as indicated, except that, where the planned spacing cannot be maintained because of form length or interference with form braces, closer spacing with additional dowels shall be used.

3.5.8.3 Dowels Installed in Hardened Concrete

Dowels installed in hardened concrete, such as in longitudinal construction joints for slipform paving, in joints between new and existing pavement, and similar locations, shall be installed by bonding the dowels into holes drilled into the hardened concrete. The installation of dowels in longitudinal construction joints by dowel inserters attached to a slipform paver or by any other means of inserting the dowels into the plastic concrete shall not be permitted. However, when paving two lanes together with a longitudinal contraction joint between, any dowels required may be installed in this joint with an approved inserter. Holes approximately 1/8 inch greater in diameter than the dowels shall be drilled into the hardened concrete with rotary core drills to receive the dowels. In lieu of rotary drills, the contractor may use percussion drills, provided that spalling at the collar of the hole does not occur. Regardless of the type of drill used, the drill shall be held rigidly in exact alignment by means of a stable jig or framework, solidly supported; gang drills meeting this are acceptable. Any damage to the concrete face during drilling shall be repaired as directed; continuing damage shall require modification of the equipment and operation. Dowels shall be bonded in the drilled holes using epoxy resin. Epoxy resin shall be 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 a 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. The horizontal alignment shall be checked with a framing square. Dowels required to be installed in any joints between new and existing concrete shall be grouted in holes drilled in the existing concrete, all as specified above.

3.5.8.4 Expansion Joints

Dowels in expansion joints shall be installed as shown using appropriate procedures specified above.

3.6 FINISHING

The finishing machine, or paver-finisher, shall meet all requirements specified in paragraph EQUIPMENT and herein. Finishing operations shall be a continuing part of placing operations starting immediately behind the strike-off of the paver and the machines shall be designed and operated to strike off, screed, and consolidate the concrete. Initial finishing shall be provided by the transverse screed or extrusion plate. The sequence of operations shall be transverse finishing, longitudinal machine floating if used, straightedge finishing, texturing, and then edging of joints. Finishing shall be by the machine method. The hand method shall be used only infrequently and only on isolated areas of odd slab widths or shapes and in the event of a breakdown of the mechanical finishing equipment. [When approved, the hand finishing method may also be used for separate, isolated slabs during removal and replacement type repair operations.] 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. Any machine finishing operation which requires appreciable hand finishing, other than a moderate amount of straightedge finishing, shall be immediately stopped and proper adjustments made or the equipment replaced. Every effort shall be made to prevent bringing excess paste to the surface and any operations which produce more than 3/32 inch of paste (mortar, water, laitance, etc.) over the top layer of coarse aggregate shall be halted immediately and the equipment, mixture, or procedures modified as necessary. Compensation shall be made for surging behind the screeds or extrusion plate and settlement during hardening and care shall be taken to ensure that paving and finishing machines are properly adjusted so that the finished surface of the concrete (not just the cutting edges of the screeds) will be at the required line and grade. Surface checks shall be made regularly and paving operations immediately halted and adjustments made whenever compensation is inadequate. Screed and float adjustments of the machines shall be checked at the start of each day's paving operations and more often if required. Machines that cause frequent delays due to mechanical failure shall be replaced. When machines ride the edge of a previously constructed slab, the edge shall be kept clean and provision shall be made to protect the surface of the slab. Clary screeds, "bridge deck" finishers, or other rotating pipe or tube type equipment will not be permitted. Finishing equipment and tools shall be maintained clean and in an approved condition. At no time shall water be added to the surface of the slab with the finishing equipment or tools, or in any other way, except for fog (mist) sprays specified to prevent plastic shrinkage cracking.

3.6.1 Longitudinal Floating

When the equipment contains a mechanical, longitudinal, oscillating float, the float shall be operated to smooth and finish the pavement immediately behind the transverse screed or extrusion plate. The float shall be operated maintaining contact with the surface at all times. Care shall be taken to prevent working paste to the surface in excess of the amount specified above.

3.6.2 Other Types of Finishing Equipment

Concrete finishing equipment of types other than those specified above may be used on a trial basis, when specifically approved, except that rotating pipe or tubes or bridge deck finishers will not be permitted. Approval will be given after demonstration on a test section prior to start of construction, and provided the Contracting Officer determines that the pavement produced is better than that produced by the specified equipment. The use of equipment that fails to produce finished concrete of the required quality, using concrete proportions and slump as specified, shall be discontinued, and the concrete shall be finished with specified equipment and in the manner specified above. Vibrating screeds or pans shall be used only for isolated slabs where hand finishing is permitted as specified, and only where specifically approved. Slipform paving equipment shall not be operated on fixed forms unless approved in writing prior to use.

3.6.3 Machine Finishing With Fixed Forms

The machine shall be designed to ride the forms and shall be operated to screed and consolidate the concrete. 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.

3.6.4 Machine Finishing With Slipform Pavers

The slipform paver shall be operated so that only a very minimum of additional finishing work is required to produce pavement surfaces and edges meeting the specified tolerances. Any equipment or procedure that fails to meet these specified requirements shall immediately be replaced or modified as necessary. A self-propelled nonrotating pipe float may be used if the Contractor desires while the concrete is still plastic, to remove minor irregularities and score marks. The pipe float shall be 6 to 10 inches in diameter and sufficiently long to span the full paving width when oriented at an angle of approximately 60 degrees with the center line. Only one pass of the pipe float shall be allowed. 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 by hand, using stiff brushes or scrapers. 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. Slabs having areas of edge slump in excess of the specified tolerances shall be removed and replaced in accordance with paragraph, REPAIR, REMOVAL, REPLACEMENT OF SLABS; repair operations on such areas will not be permitted.

3.6.5 Surface Correction and Testing

After all other finishing is completed but while the concrete is still plastic, minor irregularities and score marks in the pavement surface shall be eliminated by means of cutting straightedges. Such straightedges shall be 12 feet in length and shall be operated from the sides of the pavement and from bridges. A straightedge operated from the side of the pavement shall be equipped with a handle 3 feet longer than one-half the width of the pavement. The surface shall then be tested for trueness with a straightedge held in successive positions parallel and at right angles to the center line of the pavement, and the whole area covered as necessary to detect variations. The straightedge shall be advanced along the pavement in successive stages of not more than one-half the length of the straightedge. Depressions shall be immediately filled with freshly mixed concrete, struck off, consolidated, and refinished. Projections above the required elevation shall also be struck off and refinished. The straightedge testing and finishing shall continue until the entire surface of the concrete is free from observable departure from the straightedge and conforms to the surface requirements specified in paragraph ACCEPTABILITY OF WORK AND PAYMENT ADJUSTMENTS. Long-handled, flat bull floats shall be used very sparingly and only as necessary to correct minor, scattered surface defects. If frequent use of bull floats is necessary, the paving operation shall be stopped and the equipment, mixture or procedures adjusted to eliminate the surface defects. Finishing with hand floats and trowels shall be held to the absolute minimum necessary. Extreme care shall be taken to prevent overfinishing joints and edges. The surface finish of the pavement shall be produced essentially by the finishing machine and not by subsequent hand finishing operations. All hand finishing operations shall be subject to approval and shall be modified when directed. No water shall be added to the pavement surface during these operations.

3.6.6 Hand Finishing

Hand finishing operations shall be used only as specified above.

3.6.6.1 Equipment

In addition to approved mechanical internal vibrators for consolidating the concrete, a strike-off and tamping template and a longitudinal float shall be provided for hand finishing. The template shall be at least 1 foot longer than the width of pavement being finished, of an approved design, and sufficiently rigid to retain its shape, and shall be constructed of metal or other suitable material shod with metal. The longitudinal float shall be at least 10 feet long, of approved design, and rigid and substantially braced, and shall maintain a plane surface on the bottom. Grate tampers (jitterbugs) shall not be used.

3.6.6.2 Finishing and Floating

As soon as placed and vibrated, the concrete shall be struck off and screeded to the crown and cross section and to such elevation above grade that when consolidated and finished, the surface of the pavement will be at the required elevation. In addition to previously specified complete coverage with handheld immersion vibrators, the entire surface shall be tamped with the strike-off and tamping template, and the tamping operation continued until the required compaction and reduction of internal and surface voids are accomplished (grate tampers shall not be used). Immediately following the final tamping of the surface, the pavement shall be floated longitudinally from bridges resting on the side forms and spanning but not touching the concrete. If necessary, additional concrete shall be placed and screeded, and the float operated until a satisfactory surface has been produced. The floating operation shall be advanced not more than half the length of the float and then continued over the new and previously floated surfaces. Long-handled, flat bull floats shall be used very sparingly and only as necessary to correct minor, scattered surface defects. If frequent use of bull floats is necessary, the operation shall be stopped and adjusted to eliminate the surface defects. Finishing with hand floats and trowels shall be held to the absolute minimum necessary. Extreme care shall be taken to prevent overfinishing joints and edges. No water shall be added to the pavement during finishing operations.

3.6.7 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. After curing is complete, all textured surfaces shall be thoroughly power broomed to remove all debris. [Any type of transverse texturing shall produce grooves in straight lines across each lane within a tolerance of plus or minus 1/2 inch of a true line.]

3.6.7.1 Fabric Drag Surface Finish

Surface texture shall be applied by dragging the surface of the pavement, in the direction of the concrete placement, with an approved fabric drag. The drag shall be operated with the fabric moist, and the fabric shall be cleaned or changed as required to keep clean. The dragging shall be done so as to produce a uniform finished surface having a fine sandy texture without disfiguring marks.

3.6.8 Edging

After texturing has been completed, the edge of the slabs along the forms, along the edges of slipformed lanes, and at the joints shall be carefully finished with an edging tool to form a smooth rounded surface of 1/8 inch radius. Tool marks shall be eliminated, and the edges shall be smooth and true to line. No water shall be added to the surface during edging. Extreme care shall be taken to prevent overworking the concrete.

3.6.9 Outlets in Pavement

Recesses for the tie-down anchors, lighting fixtures, and other outlets in the pavement shall be constructed to conform to the details and dimensions shown. The concrete in these areas shall be carefully finished to provide a surface of the same texture as the surrounding area that will be within the requirements for plan grade and surface smoothness.

3.7 CURING

3.7.1 Protection of Concrete

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. All equipment needed for adequate curing and protection of the concrete shall be on hand and ready for use before actual concrete placement begins. Sufficient sheet material to protect unhardened concrete from rain shall be at the paver at all times. Protection shall be provided as necessary to prevent cracking of the pavement due to temperature changes during the curing period. If any selected method of curing does not afford the proper curing and protection against concrete cracking, the damaged pavement shall be removed and replaced, and another method of curing shall be employed as directed. Curing shall be accomplished by one of the following methods

3.7.2 Membrane Curing

A uniform coating of white-pigmented, membrane-forming, curing compound shall be applied to the entire exposed surface of the concrete as soon as the free water has disappeared from the surface after [finishing] [moist curing ceases]. 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 and bleeding is complete. Curing compound shall then be immediately applied. Along the formed edge faces, it shall be applied immediately after the forms are removed. Concrete shall not be allowed to dry before the application of the membrane. If any drying has occurred, the surface of the concrete shall be moistened with a fine spray of water, and the curing compound applied as soon as the free water disappears. The curing compound shall be applied to the finished surfaces by means of an approved automatic spraying machine. The spraying machine shall be self-propelled and shall span the newly paved lane. The machine shall have one or more spraying nozzles that can be controlled and operated to completely and uniformly cover the pavement surface with the required amount of curing compound. The curing compound in the drum used for the spraying operation shall be thoroughly and continuously agitated mechanically throughout the full depth of the drum during the application. Air agitation may be used only to supplement mechanical agitation. Spraying pressure shall be sufficient to produce a fine spray as necessary to cover the surface thoroughly and completely with a uniform film. Spray equipment shall be kept clean and properly maintained and the spray nozzle or nozzles shall have adequate wind shields. The curing compound shall be applied with an overlapping coverage that will give a two-coat application at a coverage of 400 square feet per gallon, plus or minus 5.0 percent for each coat.

A one-coat application may be applied provided a uniform application and coverage of 200 square feet per gallon, plus or minus 5.0 percent is obtained. 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. When the application is made by hand-operated sprayers, the second coat shall be applied in a direction approximately at right angles to the direction of the first coat. 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. If pinholes, abrasions, or other discontinuities exist, an additional coat shall be applied to the affected areas within 30 minutes. Concrete surfaces that are subjected to heavy rainfall within 3 hours after the curing compound has been applied shall be resprayed by the method and at the coverage specified above. Areas where the curing compound is damaged by subsequent construction operations within the curing period shall be immediately resprayed. The surfaces adjacent to joint sawcuts shall be cleaned and resprayed with curing compound immediately after cutting. Approved standby facilities for curing concrete pavement shall be provided at an accessible location at the job site for use in the event of mechanical failure of the spraying equipment or other conditions that might prevent correct application of the membrane-curing compound at the proper time. Concrete surfaces to which membrane-curing compounds have been applied shall be adequately protected during the entire curing period from pedestrian and

vehicular traffic, except as required for joint-sawing operations and surface tests, and from any other possible damage to the continuity of the membrane.

3.7.3 Moist Curing

Concrete to be moist-cured shall be maintained continuously wet for the entire curing period, or until curing compound is applied, commencing immediately after finishing. If forms are removed before the end of the curing period, curing shall be carried out as on unformed surfaces, using suitable materials. Surfaces shall be cured by ponding, by continuous sprinkling, by continuously saturated burlap or cotton mats, or by continuously saturated plastic coated burlap. Burlap and mats shall be clean and free from any contamination and shall be completely saturated before being placed on the concrete. The Contractor shall have an approved work system to ensure that moist curing is continuous 24 hours per day and that the entire surface is wet.

3.8 JOINTS

3.8.1 General Requirements for Joints

Joints shall conform to the details indicated and shall be perpendicular to the finished grade of the pavement. All joints shall be straight 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. Before commencing construction, the Contractor shall submit for approval a control plan and equipment to be used for ensuring that all joints are straight from edge to edge of the pavement within the above tolerances. Where any joint fails to meet these tolerances, the slabs adjacent to the joint shall be removed and replaced at no additional cost to the Government. No change from the jointing pattern shown on the drawings shall be made without written approval of the Contracting Officer. Sealing of joints shall be in accordance with Section COMPRESSION JOINTS FOR CONCRETE PAVEMENTS or FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENT.

3.8.2 Longitudinal Construction Joints

Longitudinal construction joints between paving lanes shall be located as indicated. Dowels [or keys] [or tie bars] shall be installed in the longitudinal construction joints, or the edges shall be thickened as indicated. [Dowels] [Tie bars] shall be installed in conformance with paragraph, Placing Dowels and Tie Bars. [When the concrete is placed using stationary forms, metal keyway forms securely fastened to the concrete form shall be used to form a keyway in the plastic concrete. When the concrete is placed using slipform pavers, a keyway shall be formed in the plastic concrete by means of metal forms permanently attached to the side forms or by means of preformed metal keyway liners, which are inserted during the slipform operations and may be left in place. The dimensions of the keyway forms shall not vary more than plus or minus 1/8 inch from the dimensions indicated and shall not deviate more than plus or minus 1/4 inch from the mid-depth of the pavement. There shall be no abrupt offset either horizontally or vertically in the completed keyway. If any length of completed keyway of 5 feet or more fails to meet the above tolerances, dowels shall be installed in that part of the joint by drilling holes in the hardened concrete and grouting the dowels in place with epoxy resins using approved materials and procedures.] After the end of the curing period, longitudinal construction joints shall be sawed to provide a groove at the top for sealant conforming to the details and dimensions indicated.

3.8.3 Transverse Construction Joints

Transverse construction joints shall be installed at the end of each day's placing operations and at any other points within a paving lane when concrete placement is interrupted for 30 minutes or longer. When concrete placement cannot be continued, the transverse construction joint shall be installed at a planned transverse joint, if possible. Transverse construction joints shall be constructed by utilizing headers and the very minimum amount of hand placement and finishing techniques. Pavement shall be constructed with the paver as close to the header as possible, and the paver shall be run out completely past the

header. Transverse construction joints installed at a planned transverse joint shall be constructed as shown or, if not shown otherwise, shall be dowelled.

3.8.4 Expansion Joints

Expansion joints shall be formed where indicated, and about any structures and features that project through or into the pavement, using joint filler of the type, thickness, and width indicated, and shall be installed to form a complete, uniform separation between the structure and the pavement. The filler shall be attached to the original concrete placement with adhesive or other fasteners and shall extend the full slab depth. Adjacent sections of filler shall be fitted tightly together, and the filler shall extend across the full width of the paving lane or other complete distance in order to prevent entrance of concrete into the expansion space. Edges of the concrete at the joint face shall be finished with an edger with a radius of 1/8 inch. The joint filler strips shall be installed 3/4 inch below the pavement surface with a slightly tapered, dressed-and-oiled wood strip or other approved material temporarily secured to the top of the filler to form a recess to be filled with joint sealant. The wood strip shall be removed soon after the concrete has set and the reservoir temporarily filled with an approved material to protect the reservoir until the joint sealer is installed. Expansion joints shall be constructed with [dowels] [thickened edges] for load transfer.

3.8.5 Slip Joints

Slip joints shall be installed where indicated using the specified materials. Preformed joint filler material shall be attached to the face of the original concrete placement with adhesive or other fasteners. Bituminous material shall be applied to cover the entire surface of the face of the original concrete placement to a depth of 1/4 inch plus or minus 1/16 inch. Only a material which will remain in place on the vertical surface shall be used. In each case a 3/4 inch deep reservoir for joint sealant shall be constructed at the top of the joint. Edges of the joint face shall be finished with an edger with a radius of 1/8 inch.

3.8.6 Contraction Joints

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

3.8.6.1 Sawed Joints

Sawed contraction joints shall be constructed by sawing an initial groove in the concrete with a 1/8 inch blade to the indicated depth. During sawing of joints, and again 24 hours later, the CQC team shall inspect all exposed lane edges for development of cracks below the saw cut, and shall immediately report results to the Contracting Officer. If the Contracting Officer determines that there are more uncracked joints than desired, the Contractor will be directed to saw succeeding joints 25 percent deeper than originally indicated at no additional cost to the Government. After expiration of the curing period, the upper portion of the groove shall be widened by sawing to the width and depth indicated for the joint sealer. 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 sawed faces of joints will be inspected for undercutting or washing of the concrete due to the early sawing, and sawing shall be delayed if undercutting is sufficiently deep to cause structural weakness or excessive roughness in the joint. The sawing operation shall be carried on as required during both day and night regardless of weather conditions. The joints shall be sawed at the required spacing consecutively in the sequence of the concrete placement. A chalk line or other suitable guide shall be used to mark

the alinement of the joint. Before sawing a joint, the concrete shall be examined closely for cracks, and the joint shall not be sawed if a crack has occurred near the planned joint location. Sawing shall be discontinued when a crack develops ahead of the saw cut. Workmen and inspectors shall wear clean, rubber-soled footwear, and the number of persons walking on the pavement shall be limited to those actually performing the sawing operation. 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.

Necessary precautions shall be taken to insure that the concrete is properly cured at sawed joints, but that no curing compound enters the joints. The top of the joint opening and the joint groove at exposed edges shall be tightly sealed with cord, backer rod, or other approved material before the concrete in the region of the joint is resprayed with curing compound. The method used for sealing the joint groove shall prevent loss of moisture from the joint during the entire specified curing period and shall prevent infiltration of foreign material until removed immediately before sawing joint sealant reservoir. The sawing equipment shall be adequate in the number of units and the power to complete the sawing at the required rate. An ample supply of saw blades shall be available on the job before concrete placement is started and at all times during sawing. At least one standby sawing unit in good working order shall be available at the jobsite at all times during the sawing operation.

3.8.7 Thickened Edge Joints

Thickened edge joints shall be constructed as indicated on the drawings. Underlying material in the transition area shall be graded as shown and shall meet the requirements for smoothness and compaction specified for all other areas of the underlying material.

3.8.8 Sealing Joints

Joints shall be sealed immediately following curing of the concrete or as soon thereafter as weather conditions permit. Sawing or other removal of filler type joint formers shall be accomplished immediately before sealing of the joints. Joints shall be sealed as specified in Section [02760A FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS] [02762A COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS].

3.9 REPAIR, REMOVAL, REPLACEMENT OF SLABS

3.9.1 General Criteria

New pavement slabs that are broken or contain cracks shall be removed and replaced or repaired, as specified hereinafter at no cost to the Government. Spalls along joints shall be repaired as specified. Where removal of partial slabs is permitted, as specified, removal and replacement shall be full depth, shall be full width of the paving lane, and the limit of removal shall be normal to the paving lane and not less than 10 feet from each original transverse joint (i.e., removal portion shall be at least 10 feet longitudinally, and portion to remain in place shall be at least longitudinally; thus, if original slab length is less than 20 feet, the entire slab shall be removed). The Contracting Officer will determine whether cracks extend full depth of the pavement and may require cores to be drilled on the crack to determine depth of cracking. Such cores shall be at least 6 inch diameter, shall be drilled by the Contractor and shall be filled by the Contractor with a well consolidated concrete mixture bonded to the walls of the hole with epoxy resin, using approved procedures. Drilling of cores and refilling holes shall be at no expense to the Government. All epoxy resin used in this work shall conform to paragraph EPOXY RESIN, Type and Grade as specified.

3.9.2 Slabs with Cracks Thru Interior Areas

Interior area is defined as that area more than 24 inches from either adjacent original transverse joint. Slabs with any cracks that extend into the interior area, regardless of direction, shall be treated by one of the following

procedures.

3.9.2.1 Cracks That Do Not Extend Full Depth of Slab

These cracks, and similar cracks within the areas 24 inches each side of transverse joints, shall be cleaned and then pressure injected with epoxy resin, Type IV, Grade 1, using procedures as approved. The procedure shall not widen the crack during epoxy resin injection. All epoxy resin injection shall take place in the presence of a representative of the Contracting Officer.

3.9.2.2 Cracks That Extend Full Depth of Slab

Where there is any full depth crack at any place within the interior area, the full slab shall be removed. However, if the cracked area all lies within 10 feet of one original transverse joint, only a partial slab need be removed provided all criteria specified above for distance from each original transverse joint is met.

3.9.3 Cracks close to and Parallel to Transverse Joints

All cracks essentially parallel to original transverse joints, extending full depth of the slab, and lying wholly within 24 inches either side of the joint shall be treated as specified hereinafter. Any crack extending more than 24 inches from the transverse joint shall be treated as specified above for Slabs With Cracks Through Interior Areas. Any cracks which do not extend full depth of the slab shall be treated as specified above in subparagraph, Cracks That Do Not Extend Full Depth Of Slab, and the original transverse joint constructed as originally designed.

3.9.3.1 Full Depth Cracks Present, Original Joint Not Opened

When the original transverse joint has not opened, the crack shall be routed and sealed, and the original transverse joint filled with epoxy resin. The crack shall be routed with an easily guided, wheel mounted, vertical shaft, powered rotary router designed so the routing spindle will caster as it moves along the crack, or with a small diameter saw designed for this use. The reservoir for joint sealant in the crack shall be formed by routing to a depth of 3/4 inch, plus or minus 1/16 inch, and to a width of 5/8 inch, plus or minus 1/8 inch. Any equipment or procedure which causes raveling or spalling along the crack shall be modified or replaced to prevent such raveling or spalling. The joint sealant shall be a liquid sealant as specified for rigid pavement joints. Installation of joint seal shall be as specified for sealing joints or as directed. The uncracked transverse joint shall be filled with epoxy resin. If the joint sealant reservoir has been sawed out, the reservoir and as much of the lower saw cut as possible shall be filled with epoxy resin, Type IV, Grade 2, thoroughly tooled into the void using approved procedures. If only the original narrow saw cut has been made, it shall be cleaned and pressure injected with epoxy resin, Type IV, Grade 1, using approved procedures. If filler material (joint insert) has been used to form a weakened plane in the transverse joint, it shall be completely sawed out and the saw cut pressure injected with epoxy resin, Type IV, Grade 1, using approved procedures. Where a parallel crack goes part way across the paving lane and then intersects and follows the original transverse joint which is cracked only for the remainder of the width, it shall be treated as follows: The area with the separate crack shall be treated as specified above for a parallel crack, and the cracked original joint shall be prepared and sealed as originally designed.

3.9.3.2 Full Depth Cracks, Original Joint Also Cracked

At a transverse joint, if there is any place in the lane width where a parallel crack and a cracked portion of the original joint overlap, a section of the slab containing the crack shall be removed and replaced for the full lane width and at least 10 feet long. If this partial slab removal places the limit of removal less than 10 feet from the next transverse joint, the entire slab shall be removed. If the parallel crack crosses the transverse joint line, a similar area shall be removed and replaced in both slabs.

3.9.4 Removal and Replacement of Full Slabs

Where it is necessary to remove full slabs, unless there are keys or dowels present, all edges of the slab shall be cut full depth with a concrete saw. All saw cuts shall be perpendicular to the slab surface. 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. Suitable equipment shall be used to provide a truly vertical lift, and approved safe lifting devices used for attachment to the slabs. The narrow strips along keyed or doweled edges shall be carefully broken up and removed using light, hand-held jackhammers, 30 lb or less, or other approved similar equipment. Care shall be taken to prevent damage to the dowels, tie bars, or keys or to concrete to remain in place. The joint face below keys or dowels shall be suitably trimmed so that there is no abrupt offset in any direction greater than 1/2 inch and no gradual offset greater than 1 inch when tested in a horizontal direction with a straightedge. No mechanical impact breakers, other than the above hand-held equipment shall be used for any removal of slabs. If underbreak between 1-1/2 and 4 inches deep occurs at any point along any edge, the area shall be repaired as directed before replacing the removed slab. Procedures directed will be similar to those specified for surface spalls, modified as necessary. If underbreak over 4 inches deep occurs, the entire slab containing the underbreak 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 using procedures as specified in paragraph, Placing Dowels and Tie Bars.

Original damaged dowels or tie bars shall be cut off flush with the joint face. Protruding portions of dowels shall be painted and lightly oiled. All four edges of the new slab shall thus contain dowels or original keys or original tie bars. Placement of concrete shall be as specified for original construction. Prior to placement of new concrete, the underlying material shall be recompact and shaped as specified in the appropriate section of these specifications, 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. Care shall be taken to prevent any curing compound from contacting dowels or tie bars. The resulting joints around the new slab shall be prepared and sealed as specified for original construction.

3.9.5 Removal and Replacement of Partial Slabs

Where the above criteria permits removal of partial slabs, removal and replacement operations shall be as specified for full slabs, except that the joint between the removed area and the partial slab to remain in place shall consist of a full depth saw cut across the full lane width and perpendicular to the centerline of the paving lane. Replacement operations shall be the same as specified above, except that, at the joint between the removed area and the partial slab to remain, deformed tie bars shall be epoxy resin grouted into holes drilled into the slab to remain in place. Size and spacing of the tie bars shall be as specified for dowels. Drilling of holes and installation of tie bars shall be as specified for dowels in paragraph, Placing Dowels and Tie Bars, except that no portion of the tie bars shall be painted or oiled. No curing compound shall be used on this joint face and, immediately before placing new concrete, the joint surface of the partial slab remaining in place shall be coated with epoxy resin, Type V, Grade 2.

3.9.6 Repairing Spalls Along Joints

Where directed, spalls along joints of new slabs, along edges of adjacent existing concrete, and along parallel 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 and at least a depth of 1/2 inch of visually sound concrete. The cavity thus formed 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 cu. ft. 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, 1/2 inch slump or less, proportioned, mixed, placed, consolidated by tamping, and cured, all as directed. Epoxy resin mortars shall be made with Type III, Grade 1, epoxy resin, using proportions and mixing and placing procedures as recommended by the manufacturer and approved by the Contracting Officer. The epoxy resin materials shall be placed in the cavity in layers not over 2 inches thick. The time interval between placement of additional layers shall be such that the temperature of the epoxy resin material does not exceed 140 degrees F at any time during hardening. Mechanical vibrators and hand tampers shall be used to consolidate the concrete or mortar. 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, or as required to be routed for cracks. The reservoir shall be thoroughly cleaned and then sealed with the sealer specified for the joints. If any spall penetrates half the depth of the slab or more, the entire slab, or 10 foot portion thereof, shall be removed and replaced as previously specified.

3.10 EXISTING CONCRETE PAVEMENT REMOVAL AND REPAIR

Existing concrete pavement shall be removed as indicated and as specified in Section 02220 DEMOLITION, modified, and expanded as specified herein. Repairs shall be made as indicated and as specified herein. All operations shall be carefully controlled to prevent damage to the concrete pavement and to the underlying material to remain in place. All saw cuts shall be made perpendicular to the slab surface, and forming rectangular areas.

3.10.1 Removal of Existing Pavement Slab

When existing concrete pavement is to be removed and adjacent concrete is to be left in place, the joint between the removal area and adjoining pavement to stay in place, including dowels, tie bars or keys, shall first be cut full depth with a standard diamond-type concrete saw. If keys or dowels are present at this joint, the saw cut shall be made full depth at 6 inches from the joint if only keys are present, or just beyond the end of dowels if dowels are present. The edge shall then be carefully sawed on the joint line to within 1 inch of the top of the dowel or key. Next, a full depth saw cut shall be made parallel to the joint at least 24 inches from the joint and at least 6 inches from the end of any dowels. This saw cut shall be made with a wheel saw as specified in paragraph SAWING EQUIPMENT. All pavement to be removed beyond this last saw cut shall be removed using equipment and procedures specified in Section 02220 DEMOLITION and as approved. All pavement between this last saw cut and the joint line shall be removed by carefully pulling pieces and blocks away from the joint face with suitable equipment and then picking them up for removal. In lieu of this method, this strip of concrete may be carefully broken up and removed using hand-held jackhammers, 30 lb or less, or other approved light-duty equipment which will not cause stress to propagate across the joint saw cut and cause distress in the pavement which is to remain in place. In lieu of the above specified removal method, the slab may be sawcut full depth to divide it into several pieces and each piece lifted out and removed. Suitable equipment shall be used to provide a truly vertical lift, and safe lifting devices used for

attachment to the slab. Where dowels or keys are present, care shall be taken to produce an even, vertical joint face below the dowels or keys. This joint face shall be trimmed so that there is no abrupt offset in any direction greater than 1/2 inch and no gradual offset greater than 1 inch when tested in a horizontal direction with a straightedge. If the Contractor is unable to produce such a joint face, or if underbreak or other distress occurs, the Contractor shall saw the dowels or keys flush with the joint. The Contractor shall then install new dowels, of the size and spacing used for other similar joints, by epoxy resin bonding them in holes drilled in the joint face as specified in paragraph, Placing Dowels and Tie-bars. All this shall be at no additional cost to the Government. Dowels of the size and spacing indicated shall be installed as shown on the drawings by epoxy resin bonding them in holes drilled in the joint face as specified in paragraph, Placing Dowels and Tie Bars.

3.10.2 Edge Repair

The edge of existing concrete pavement against which new pavement abuts shall be protected from damage at all times. Areas which are damaged during construction shall be repaired at no cost to the Government; repair of previously existing damage areas will be paid for as listed in the bid schedule.

3.10.2.1 Spall Repair

Spalls along joints and along cracks shall be repaired where indicated and where directed. Repair materials and procedures shall be as previously specified in subparagraph, Repairing Spalls Along Joints.

3.10.2.2 Underbreak Repair

All underbreak shall be repaired. First, all delaminated and loose material shall be carefully removed. Next, the underlying material shall be recompacted, without addition of any new material. Finally, the void shall be completely hand-filled with paving concrete mixture, thoroughly consolidated. Care shall be taken to produce an even joint face from top to bottom. Prior to placing concrete, the underlying material shall be thoroughly moistened. After placement, the exposed surface shall be heavily coated with curing compound. All this shall be done at least 24 hours before placing the new paving concrete against the joint.

3.10.2.3 Underlying Material

The underlying material adjacent to the edge of and under the existing pavement which is to remain in place shall be protected from damage or disturbance during removal operations and until placement of new concrete, and shall be shaped as shown on the drawings or as directed. Sufficient underlying material shall be kept in place outside the joint line to completely prevent disturbance of material under the pavement which is to remain in place. Any material under the portion of the concrete pavement to remain in place which is disturbed or loses its compaction shall be carefully removed and replaced with concrete as specified above under Underbreak Repair. The underlying material outside the joint line shall be thoroughly compacted and shall be moist when new concrete is placed.

3.11 PAVEMENT PROTECTION

The Contractor shall protect the pavement against all damage prior to final acceptance of the work by the Government. Aggregates rubble, or other similar construction materials shall not be piled on airfield pavements. Traffic shall be excluded from the new pavement by erecting and maintaining barricades and signs until the concrete is at least 14 days old, or for a longer period if so directed. 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. Also, the subgrade planer, concrete paving and finishing machines, and similar equipment may be permitted to ride upon the edges of previously constructed slabs when the concrete has attained a minimum flexural strength of 400 psi and approved means are furnished to prevent damage

to the slab edge. All new and existing pavement carrying construction traffic or equipment shall be continuously kept completely clean, and spillage of concrete or other materials shall be cleaned up immediately upon occurrence. Special care shall be used where Contractor's traffic uses or crosses active airfield pavement. In these areas, if necessary in order to accomplish this, full-time workmen with hand brooms shall be used at anytime there is traffic. Other existing pavements used by the Contractor shall be power broomed at least daily when traffic operates. For fill-in lanes, equipment shall be used that will not damage or spall the edges or joints of the previously constructed pavement.

3.12 TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL

3.12.1 Testing and Inspection by Contractor

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 required. When, in the opinion of the Contracting Officer, the paving operation is out of control, concrete placement shall cease. The laboratory performing the tests shall be on-site and shall conform with ASTM C 1077. The individuals who sample and test concrete or the constituents of concrete as required in this specification shall have demonstrated a knowledge and ability to perform the necessary test procedures equivalent to the ACI minimum guidelines for certification of Concrete Field Testing Technicians, Grade I. The individuals who perform the inspection of concrete shall have demonstrated a knowledge and ability equivalent to the ACI minimum guidelines for certification of Concrete Construction Inspector, Level II. The Government will inspect the laboratory, equipment, and test procedures prior to start of concreting operations and at least once per year thereafter for conformance with ASTM C 1077. This testing shall be performed by the Contractor regardless of any other testing performed by the Government, either for pay adjustment purposes or for any other reason.

3.12.2 Testing and Inspection Requirements

3.12.2.1 Fine Aggregate

- a. Grading. At least once during each shift when the concrete plant is operating, there shall be one sieve analysis and fineness modulus determination in accordance with ASTM C 136 and COE CRD-C 104 for the fine aggregate or for each fine aggregate if it is batched in more than one size or classification. The location at which samples are taken may be selected by the Contractor as the most advantageous for control. However, the Contractor is responsible for delivering fine aggregate to the mixer within specification limits.
- b. Corrective Action for Fine Aggregate Grading. When the amount passing on any sieve is outside the specification limits, the fine aggregate shall be immediately resampled and retested. If there is another failure on any sieve, the fact shall be immediately reported to the Contracting Officer, paving shall be stopped, and immediate steps taken to correct the grading.

3.12.2.2 Coarse Aggregate

- a. Grading. At least once during each shift in which the concrete plant is operating, there shall be a sieve analysis in accordance with ASTM C 136 for each size of coarse aggregate. The location at which samples are taken may be selected by the Contractor as the most advantageous for production control. However, the Contractor shall be responsible for delivering the aggregate to the mixer within specification limits. A test record of samples of aggregate taken at the same locations shall show the results of the current test as well as the average results of the five most recent tests including the current test. The Contractor may adopt approved limits for control coarser than the specification limits for samples taken other than as delivered to the mixer to allow for degradation during handling.

- b. Corrective Action for Grading. When the amount passing any sieve is outside the specification limits, the coarse aggregate shall be immediately resampled and retested. If the second sample fails on any sieve, that fact shall be reported to the Contracting Officer, and steps taken to correct the grading. Where two consecutive averages of 5 tests are outside specification limits, the operation shall be considered out of control and shall be reported to the Contracting Officer, paving shall be stopped, and immediate steps shall be taken to correct the grading.

3.12.2.3 Quality of Aggregates

Thirty days prior to the start of concrete placement, the Contractor shall perform all tests specified for aggregate quality, including deleterious materials. In addition, after the start of paving, the Contractor shall perform similar tests for aggregate quality at least once every month, and when the source of aggregate or aggregate quality changes. Testing interval may be increased to three months when the previous two tests indicate the aggregate meets all quality requirements. Samples tested after the start of concrete placement shall be taken immediately prior to entering the concrete mixer.

3.12.2.4 Scales, Batching and Recording

- a. Weighing Accuracy. The accuracy of the scales shall be checked by test weights prior to start of concrete operations and at least once every month for conformance with specified requirements. Such tests shall also be made as directed whenever there are variations in properties of the fresh concrete that could result from batching errors.
- b. Batching and Recording Accuracy. Once a week the accuracy of each batching and recording device shall be checked during a weighing operation by noting and recording the required mass, recorded mass, and the actual mass batched. The Contractor shall test and ensure that the devices for dispensing admixtures are operating properly and accurately.
- c. Corrective Action. When either the weighing accuracy or batching accuracy does not comply with specification requirements, the plant shall not be operated until necessary adjustments or repairs have been made. Discrepancies in recording accuracies shall be corrected immediately.

3.12.2.5 Batch-Plant Control

The measurement of all constituent materials including cementitious materials, each size of aggregate, water, and admixtures shall be continuously controlled. The aggregate masses and amount of added water shall be adjusted as necessary to compensate for free moisture in the aggregates. The amount of air-entraining agent shall be adjusted to control air content within specified limits. A report shall be prepared indicating 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 yard, amount of water as free moisture in each size of aggregate, and the batch aggregate and water masses per cubic yard for each class of concrete batched during each day's plant operation.

3.12.2.6 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. Additional tests shall be made when excessive variation in workability is reported by the placing foreman or Government inspector. Tests shall be made in accordance with ASTM C 231. Test results shall be plotted on control charts which are kept current and shall, at all times, be readily available to the Government and shall be submitted weekly. Copies of the current control charts shall be kept in the field by testing crews and

results plotted as tests are made. When a single test result reaches either the upper or lower action limit, a second test shall immediately be made. The results of the two tests shall be averaged and this average used as the air content of the batch to plot on both the air content and the control chart for range, and for determining need for any remedial action. The result of each test, or average as noted in the previous sentence, shall be plotted on a separate control chart for each mixture on which an average line is set at the midpoint of the specified air content range from paragraph SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES. An upper warning limit and a lower warning limit line shall be set 1.0 percentage point above and below the average line, respectively. An upper action limit and a lower action limit line shall be set 1.5 percentage points above and below the average line, respectively. The range between each two consecutive tests shall be plotted on a secondary control chart for range where an upper warning limit is set at 2.0 percentage points and an upper action limit is set at 3.0 percentage points. Samples for air content shall be taken at the paving site. The Contractor shall deliver the concrete to the paving site at the stipulated air content. If the Contractor's materials or transportation methods cause air content loss between the mixer and the paving site, correlation samples shall be taken at the paving site as required by the Contracting Officer, and the air content at the mixer controlled as directed.

- b. Air Content Corrective Action. Whenever points on the control chart for percent air reach either warning limit, an adjustment shall immediately be made in the amount of air-entraining admixture batched. As soon as practical after each adjustment, another test shall be made to verify the result of the adjustment. Whenever a point on the secondary control chart for range reaches the warning limit, the admixture dispenser shall be recalibrated to insure that it is operating accurately and with good reproducibility. Whenever a point on either control chart (single test or result of two tests made concurrently, as specified above) reaches an action limit line, the air content shall be considered out of control and the paving operation shall immediately be halted until the air content is under control. Additional air content tests shall be made when paving is restarted.
- c. Slump Testing. Slump tests shall be made when test specimens are fabricated. In addition, at least four other slump tests shall be made on randomly selected batches in accordance with ASTM C 143/C 143M for each separate concrete mixture produced during each 8-hour or less period of concrete production each day. Also, additional tests shall be made when excessive variation in workability is reported by the placing foreman or Government inspector. Test results shall be plotted on control charts which shall at all times be readily available to the Government and shall be submitted weekly. Copies of the current control charts shall be kept in the field by testing crews and results plotted as tests are made. When a single slump test reaches or goes beyond the upper action limit, a second test shall immediately be made. The results of the two tests shall be averaged and this average used as the slump of the batch to plot on both the control chart for slump and the chart for range, and for determining need for any remedial action. An upper warning limit shall be set at 1/2 inch below the maximum allowable slump on separate control charts for slump used for each type of mixture as specified in paragraph, SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES, and an upper action limit line shall be set at the maximum allowable slump, as specified in the same paragraph for fixed form paving or as selected by the Contractor at the start of the project for slipform paving. The range between each consecutive slump test for each type of mixture shall be plotted on a single control chart for range on which an upper action limit is set at 1-1/2 inches. Samples for slump shall be taken at the paving site. The Contractor is responsible for delivering the concrete to the paving site at the stipulated slump. If the Contractor's materials or transportation methods cause slump loss between the mixer and the paving site, correlation samples shall be

taken at the paving site as required by the Contracting Officer, and the slump at the mixer controlled as directed.

- d. Slump Corrective Action. Whenever points on the control charts for slump reach the upper warning limit, an approved adjustment shall immediately be made in the batch masses of water and fine aggregate. The adjustments are to be made so that the total water content does not exceed that amount allowed by the maximum w/c specified, based on aggregates which are in a saturated surface dry condition. When a slump result (average of two tests made concurrently, as specified above) exceeds the upper action limit, no further concrete shall be delivered to the paving site until proper adjustments have been made. Immediately after each adjustment, another test shall be made to verify the correctness of the adjustment. Whenever two consecutive individual slump tests, made during a period when there was no adjustment of batch masses, produce a point on the control chart for range at or above the upper action limit, the paving operation shall immediately be halted, and the Contractor shall take approved steps to bring the slump under control. Additional slump tests shall be made as directed.
- e. Temperature. The temperature of the concrete shall be measured when compressive strength specimens are fabricated. Measurement shall be in accordance with ASTM C 1064/C 1064M. The temperature shall be reported along with the compressive strength data.

3.12.2.7 Concrete Strength Testing for CQC

Contractor Quality Control operations for concrete strength shall consist of the following steps:

- a. Take samples for strength tests at the paving site. Fabricate and cure test cylinders in accordance with ASTM C 31/C 31M; test them in accordance with ASTM C 39/C 39M.
- b. Fabricate and cure 2 test cylinders per subplot from the same batch or truckload and at the same time acceptance cylinders are fabricated and test them for compressive strength at 7-day age.
- c. Average all 8 compressive tests per lot. Convert this average 7-day compressive strength per lot to equivalent 90-day flexural strength using the Correlation Ratio determined during mixture proportioning studies.
- d. Compare the equivalent 90-day flexural strength from the conversion to the Average Flexural Strength Required for Mixtures from paragraph of same title.
- e. If the equivalent average 90-day strength for the lot is below the Average Flexural Strength Required for Mixtures by 20 psi flexural strength or more, at any time, adjust the mixture to increase the strength, as approved.
- f. If the equivalent average 90-day strength is above the Average Flexural Strength Required for Mixtures by 20 psi flexural strength or more for 2 consecutive days, the Contractor will be permitted to adjust the mixture to decrease the strength, as approved.
- g. The Contractor's CQC testing agency shall maintain up-to-date control charts for strength, showing the 7-day CQC compressive strength, the 14-day compressive strength (from acceptance tests) and the 90-day equivalent flexural strength of each of these for each lot.

3.12.2.8 Inspection Before Placing

Underlying materials, construction joint faces, forms, reinforcing, dowels, and embedded items shall be inspected by the Contractor 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.

3.12.2.9 Paving

- a. Paving Inspection. 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 and that finishing is performed as specified; 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.
- b. Placing and Paving Corrective Action. The paving foreman shall not permit batching and paving to begin until it has been verified that an adequate number of vibrators in working order and with competent operators are available. Paving shall not be continued if piles of concrete exist or if the concrete is inadequately consolidated or if surface finish is not satisfactory. If any batch of concrete fails to meet the temperature requirements, immediate steps shall be taken to improve temperature controls.

3.12.2.10 Vibrators

- a. Vibrator Testing and Use. The frequency and amplitude of each vibrator shall be determined in accordance with COE CRD-C 521 prior to initial use and at least once a month when paving is in progress. Additional tests shall be made as directed when a vibrator does not appear to be adequately consolidating the concrete. The frequency shall be determined while the vibrator is operating in concrete with the tachometer being held against the upper end of the vibrator head while almost submerged and just before the vibrator is withdrawn from the concrete. The amplitude shall be determined with the head vibrating in air. Two measurements shall be taken, one near the tip and another near the upper end of the vibrator head, and these results averaged. The make, model, type, and size of the vibrator and frequency and amplitude results shall be reported in writing.
- b. Vibrator Corrective Action. Any vibrator not meeting the requirements of subparagraphs, Paver-Finisher and Consolidation, shall be immediately removed from service and repaired or replaced.

3.12.2.11 Curing Inspection

- a. Moist Curing Inspections. At least twice each shift, and not less than four times per day (never more than 7 hours apart) 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.
- b. Moist Curing Corrective Action. 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.
- c. Membrane Curing Inspection. No curing compound shall be applied until the Contractor has verified that the compound is properly mixed and ready for spraying. At the end of each day's operation, the quantity of compound used shall be determined by measurement of the container and the area of concrete surface covered; the Contractor shall then compute the rate of coverage in square feet per gallon and shall also note whether or not coverage is uniform. All this shall be reported daily.
- d. Membrane Curing Corrective Action. 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.
- e. Sheet Curing Inspection. At least once each shift and once per day on

non-work days, an inspection shall be made of all areas being cured using impervious sheets. The condition of the covering and the tightness of the laps and tapes shall be noted and recorded.

- f. Sheet Curing Corrective Action. When a daily inspection report lists any tears, holes, or laps or joints that are not completely closed, the tears and holes shall promptly be repaired or the sheets replaced, the joints closed, and the required curing period for those areas shall be extended by 1 day.

3.12.2.12 Cold-Weather Protection

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

3.12.2.13 Mixer Uniformity

- a. Stationary Mixers. Prior to the start of concrete placing and once every 4 months when concrete is being placed, or once for every 50,000 cubic yards of concrete placed, whichever results in the longest time interval, uniformity of concrete mixing shall be determined in accordance with COE CRD-C 55. The original test shall be a Regular Test. After the mixing operation has been tested and approved, subsequent tests shall be Abbreviated Tests.
- b. Truck Mixers. Prior to the start of concrete placing and at least once every 4 months when concrete is being placed, uniformity of concrete mixing shall be determined in accordance with ASTM C 94/C 94M. The truck mixers shall be selected randomly for testing. When satisfactory performance is found in one truck mixer, the performance of mixers of substantially the same design and condition of the blades may be regarded as satisfactory.
- c. Mixer Uniformity Corrective Action. When a mixer fails to meet mixer uniformity requirements, either the mixing time shall be increased, batching sequence changed, batch size reduced, or adjustments shall be made to the mixer until compliance is achieved. After adjustments have been made, another uniformity test shall be made.

3.12.2.14 Reports

All results of tests or inspections conducted shall be reported informally as they are completed and in writing daily. A weekly report shall be prepared for the updating of control charts covering the entire period from the start of the construction season through the current week. During periods of cold-weather protection, reports of pertinent temperatures shall be made daily. These requirements do not relieve the Contractor of the obligation to report certain failures immediately as required in preceding paragraphs. Such 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 contractor quality control records.

-- End of Section --