

ADDENDUM NO. 05

**Baggage Screening Improvements – Phase 2A**  
**[Loading Dock Reconfiguration, Sheriff’s Checkpoint Removal, Jetway Installation**  
**(Gate 30, 46, 47), IAB Airside Trash Remodel, North Checkpoint Relocation]**

PROJECT NO. A044-09002

OFFICIAL NOTICE NO. 6640

GENERAL MITCHELL INTERNATIONAL AIRPORT  
Milwaukee County, Wisconsin

Prepared By: MILWAUKEE COUNTY DEPARTMENT OF PUBLIC WORKS  
ARCHITECTURE AND ENGINEERING DIVISION  
Airport Engineers - Telephone 414-747-5320  
5300 South Howell Avenue  
Milwaukee, Wisconsin 53207

DATE OF ADDENDUM: June 20, 2011

BIDS CLOSE: 2:00 P.M., WEDNESDAY June 22, 2011

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TO ALL BIDDERS:

Each bidder shall read this Addendum in its entirety to determine to what extent his proposal and the contract conditions will be affected. This Addendum to the Contract Documents is issued to modify, explain, or correct the original documents and is hereby made part of the Contract Documents.

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RECEIPT - Sign the following receipt and attach to submitted Proposal Form.

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Receipt of Addendum No. 5, consisting of (43) pages, for **Baggage Screening Improvements – Phase 2A, [Loading Dock Reconfiguration, Sheriff’s Checkpoint Removal, Jetway Installation (Gate 30, 46, 47), IAB Airside Trash Remodel, North Checkpoint Relocation]**, Official Notice No. 6640, at General Mitchell International Airport, Milwaukee, Wisconsin, dated May 26, 2011 is acknowledged.

Date \_\_\_\_\_ Firm \_\_\_\_\_  
Per \_\_\_\_\_ Address \_\_\_\_\_

CHANGES

**SPECIFICATIONS**

**Book 2 of 2**

**Section 00 01 10 – TABLE OF CONTENTS**

Under Division 31, ADD new section (in numerical order) as follows:

“31 32 15 Item P-501 Portland Cement Concrete Pavement”

**Section 31 32 15 – ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT**

ADD Section 31 32 15 – Item P-501 Portland Cement Concrete Pavement, dated June 20, 2011 to the Project Manual (attached to this Addendum).

**Section 32 13 13 – CONCRETE PAVING**

Under Article 2.4 CHEMICAL ADMIXTURES

DELETE Paragraph D. in its entirety.

DELETE Article 2.7 CONCRETE MIX – BY PERFORMANCE CRITERIA including Paragraphs A and B in their entirety.

Under Article 2.8 CONCRETE MIX

Revise Paragraph B. Schedule of Mixes:  
After Class 9, ADD mix class 10 as follows:

<u>Class</u>	<u>Name</u>	<u>Maximum Aggregate Size (inch)</u>	<u>Maximum Slump** (Inch)</u>	<u>Maximum Cement Sacks/cu.yd.</u>	<u>Minimum Compressive Strength (psi/28 days)</u>	<u>Maximum Water Cement (Ratio)</u>
10*	Exterior Pavement High Early Strength	¾	4	9	4000	0.48

**DRAWINGS**

**Civil**

**C201A**

Concrete pavement removal shading, building removal/relocation shading, and a proposed sawcut line were added to the plan view as well as a note calling out for the removal and relocation of the existing guard house. Removal Note #5 was added to provide a more detailed description to the contractor on the removal/relocation procedure for the existing guard house.

**C202A**

Proposed concrete shading was added.

**C203A**

Spot grades were added.

**Architectural**

**D101A**

Detail 2 Grade Level Demolition Plan - North – REVISE the extent of the removal of carpet and finishes on the north side of Stair S-10. ADD demolition key note 24 to widen the opening at the existing CMU wall. See the attached revision drawing D101A.

**D101A, D102A and D103A** –

Demolition Key Notes list – REVISE Key Note number 24 to read “Remove portion of CMU wall and remove CMU bond beam lintel over door opening”.

**A101A**

Detail 1 Partial Grade Level Plan – North Loading Docks – REVISE the dimensions of the new walls and location of door S-10-1 near Stair S-10. ADD a note to provide a new rubber transition strip at the threshold of door S-10-1. ADD a note to provide a new CMU lintel and reinforce existing walls to support the lintel. See the attached revision drawing A101A.

**A301A**

Detail 1 Partial Grade Level Reflected Ceiling Plan – REVISE the extent of the new rated gypsum board ceiling along the south side of existing Stair S-10 in the new door alcove. See the attached revision drawing A301A.

**Electrical**

**E301A:**

Added direction to remove one exit sign and replace it with a two-faced sign as shown on the attached sketch.

**CLARIFICATIONS**

**CIVIL**

The specifications for P-306 Econocrete Base Course and P-501 Portland Cement Concrete Pavement can be found in the following locations:

**DIVISION 31 – EARTHWORK**

**Section 31 32 13**

**P-306 Econocrete Base Course**

**Section 31 32 15**

**Item P-501 Portland Cement Concrete Pavement**

**Mechanical**

**RESPONSE TO QUESTIONS:**

1. EDH-1: Scheduled size = 10 x 10. Per page M101A this unit is located in Room T102 (Janitor & Storage) but its t-stat is located in T101 (Trash Room). This isn’t normally a problem but it seems this unit is going to pre-heat both rooms (a t-stat/temp control issue) and it is clearly NOT located in a 10x10 duct. The duct scales closer to 20 x something (no section view given and duct size is not tagged). If this unit is simply shown in the wrong location and it is indeed supposed to be in the

10x10 duct that solves everything. If it is supposed to server both rooms what is the heater/duct size: 10 x 10 or 20 x something else? **GRAEF Response: The plans indicate the desired location for sensor and heater. Transition duct to heater size.**

2. CD-3: Is scheduled with a 10x10 neck. However, the scheduled model (Titus TMSA) is a round neck unit only. It is also steel but the schedule states aluminum. If you really want a square neck you may want a model equal to a Titus TDCA (TDCA-AA if aluminum is needed). **GRAEF Response: Provide TMSA-AA with 10" diameter neck.**
3. MOD's: Per spec they are by the TCC. On M101A one is shown downstream of EF-3 near louver WPL-4, which I assume to be a control damper provided by TCC. That is the only MOD shown on the plans, but there are 2 more shown in details 5 and 6/M700A that server SF-1 and EF-5. Are these to be supplied by the TCC or the fan manufacturer? **GRAEF Response: Reference specifications.**
4. ECH-2: Scheduled to be recessed mounted, but according to the room finish schedule on A800A room T100B (Receiving 3) has an exposed ceiling. That requires a surface mounting enclosure, correct? **GRAEF Response: Provide mounting hardware appropriate for surface mounting.**
5. EDH: There is no spec, will one be issued? **GRAEF Response: Provide unit equal to scheduled manufacturer.**
6. EF-5 (PRV) also has no spec. Will one be issued? **GRAEF Response: Provide unit equal to scheduled manufacturer.**

## Electrical

### RESPONSE TO QUESTIONS:

1. Are the cables being pulled to room D201A to be terminated on either end? Are these cables being pulled back to room D201? **GRAEF Response: No terminations, just providing the cables.**
2. Is the fiber being installed from the ACP Panel to Gate 9L to be terminated? If so why type of connectors, rack mounted fiber panels or wall mount? **GRAEF Response: No terminations, just providing the cables.**
3. Are we to leave any slack in the man holes? How much? **GRAEF Response: No specific amount of slack is needed. The cables should not be pulled tight through the manholes.**
4. What telecommunication closet are the two temperature control cables being installed back to? **GRAEF Response: The closet directly behind the panels.**
5. Do you have a name and number for the company supplying the gate control equipment? We have questions for them. **GRAEF Response: Refer to specification section for gate and controllers for further information.**
6. Most of the equipment at the Sheriff's check point is mounted in the horseshoe counsel and it does not appear that the counsel is being moved. What specifically is being relocated from that structure to the remodeled Sheriff's office and what type of cable will be required for each, or are we just pulling back the existing cabling and reusing what is there? The list identified on sheet E102A does not indicated quantities for each. Please provide quantities and description of each i.e. what is a JCI System? **GRAEF Response: The specific equipment is identified on the architectural plans. The existing cables will be pulled back to the sheriff's office and rerouted to the new location. Each piece of equipment has it owns cable. The JCI System is an existing radio dispatch system.**

7. What are the terminations for the fiber from the power house to the security hut? Do we need a rack? Hoffman box? Is voice required? Is this tied to Johnson Control system? **GRAEF**  
**Response: No terminations, just providing the cables. Terminations will be done by Johnson Controls.**

STANDARD SPECIFICATIONS SECTION 31 32 15

ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT

DESCRIPTION

**501-1.1** This work shall consist of pavement composed of Portland cement concrete, without reinforcement constructed on a prepared underlying surface in accordance with these specifications and shall conform to the lines, grades, thickness, and typical cross sections shown on the plans.

MATERIALS

**501-2.1 AGGREGATES.**

**a. Reactivity.** Aggregates shall be tested for deleterious reactivity with alkalis in the cement, which may cause excessive expansion of the concrete. Tests of coarse and fine aggregate shall be made in accordance with ASTM C 1260. If the expansion of the coarse or fine aggregate test specimens, tested in accordance with ASTM C 1260, does not exceed 0.10 % at 16 days from casting, the coarse or fine aggregates shall be accepted.

If the expansion at 16 days is greater than 0.10%, tests of combined materials shall be made in accordance with ASTM C 1260 or ASTM C 1567 using the aggregates, cementitious materials, and/or specific reactivity reducing chemicals in the proportions proposed for the mixture design. If the expansion of the proposed combined materials test specimens, tested in accordance with ASTM C 1260 or ASTM C 1567, does not exceed 0.10 % at [30] days from casting, the proposed combined materials will be accepted. If the expansion of the proposed combined materials test specimens is greater than 0.10% at 30 days, the aggregates will not be accepted unless adjustments to the combined materials mixture can reduce the expansion to less than 0.10 % at 30 days, or new aggregates shall be evaluated and tested.

Note, the test protocols and decision tree contained FAA Engineering Brief No. 70 will be part of the contract.

**b. Fine Aggregate.** Fine aggregate shall conform to the requirements of ASTM C 33. Gradation shall meet the requirements of Table 1 when tested in accordance with ASTM C 136, except as may otherwise be qualified under Section 6 of ASTM C 33.

**TABLE 1. GRADATION FOR FINE AGGREGATE  
(ASTM C 33)**

Sieve Designation (Square Openings)	Percentage by Weight Passing Sieves
3/8 in. (9.5 mm)	100
No. 4 (4.75 mm)	95-100
No. 8 (2.36 mm)	80-100
No. 16 (1.18 mm)	50-85
No. 30 (600 micro-m)	25-60
No. 50 (300 micro-m)	10-30
No. 100 (150 micro-m)	2-10

**c. Coarse Aggregate.** Coarse aggregate shall conform to the requirements of ASTM C 33. Gradation, within the separated size groups, shall meet the requirements of Table 2 when tested in accordance with ASTM C 136. When the nominal maximum size of the aggregate is greater than 1 inch, the aggregates shall be furnished in two size groups.

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ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT

Aggregates delivered to the mixer shall consist of crushed stone, crushed or uncrushed gravel, air-cooled blast furnace slag, crushed recycled concrete pavement, or a combination thereof. The aggregate shall be composed of clean, hard, uncoated particles and shall meet the requirements for deleterious substances contained in ASTM C 33, Class 4S. Dust and other coating shall be removed from the aggregates by washing. The aggregate in any size group shall not contain more than 8 percent by weight of flat or elongated pieces when tested in accordance with ASTM D 4791. A flat or elongated particle is one having a ratio between the maximum and the minimum dimensions of a circumscribing rectangular prism exceeding 3 to 1.

The percentage of wear shall be no more than 40% when tested in accordance with ASTM C 131 or ASTM C 535.

Sieve Designations (square openings)		Percentage by Weight Passing Sieves	
		From 1-1/2" to No. 4 (38.1 mm - 4.75 mm)	
in.	mm	1-1/2"-3/4"	3/4"-No.4
2-1/2	63	---	---
2	50.8	100	---
1-1/2	38.1	90-100	---
1	25.0	20-55	100
3/4	19.0	0-15	90-100
1/2 1/2	12.5	---	---
3/8	9.5	0-5	20-55
No. 4	4.75	---	0-10
No. 8	2.36	---	0-5

**Aggregate gradations that produce concrete mixtures with well-graded or optimized aggregate combinations may be substituted for the requirements of Tables 1 and Table 2 with prior approval of the Engineer and the FAA. The contractor shall submit complete mixture information necessary to calculate the volumetric components of the mixture.**

**Aggregate susceptibility to Disintegration (D) Cracking.** Aggregates that have a history of D-cracking shall not be used. Prior to approval of mixture design and production of Portland cement concrete the Contractor shall submit written certification that the aggregate does not have a history of D-Cracking and that the aggregate meets the specified State requirements.

(1) Other sources of crushed stone aggregate shall be approved if the durability factor as determined by ASTM C 666 is greater than or equal to 95 and all other quality test requirements within these specifications are fulfilled. The FAA will consider and reserves final approval of other State classification procedures.

(2) Crushed gravel and sand-gravel aggregates shall not be required to meet freeze-thaw durability ratings. These aggregates shall be approved for use in concrete by the state highway agency in the state from which the aggregate originates and the state in which they are to be used and shall meet all other criteria within these specifications.

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ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT

**501-2.2 CEMENT.** Cement shall conform to the requirements of ASTM C 150 - Type IA.

If for any reason, cement becomes partially set or contains lumps of caked cement, it shall be rejected. Cement salvaged from discarded or used bags shall not be used.

Only cements containing less than 0.6% equivalent alkali or cements that can demonstrate a positive reduction in the expansion created by alkali-silica reactions shall be used.

**501-2.3 CEMENTITIOUS MATERIALS.**

**a. Fly Ash or Natural Pozzolan.** Fly ash shall meet the requirements of ASTM C 618, Class F, or N with the exception of loss of ignition, where the maximum shall be less than 6 percent for Class F or N. **The supplementary optional chemical and physical properties of Table 3 contained in ASTM C 618 shall apply.** Fly ash such as is produced in furnace operations utilizing liming materials or soda ash (sodium carbonate) as an additive shall not be acceptable. The Contractor shall furnish vendor's certified test reports for each shipment of Fly Ash used in the project. The vendor's certified test report can be used for acceptance or the material may be tested independently by the Engineer.

**b. Blast Furnace Slag (Slag Cement).** Ground Granulated Blast Furnace (GGBF) slag shall conform to ASTM C 989, Grade 100 or 120. GGBF shall be used only at a rate between 25 and 55 percent of the total cementitious material by mass.

**501-2.4 PREMOLDED JOINT FILLER.** Premolded joint filler for expansion joints shall conform to the requirements of **ASTM D 1751, Type II** and shall be punched to admit the dowels where called for on the plans. The filler for each joint shall be furnished in a single piece for the full depth and width required for the joint, unless otherwise specified by the Engineer. When the use of more than one piece is required for a joint, the abutting ends shall be fastened securely and held accurately to shape by stapling or other positive fastening means satisfactory to the Engineer.

**501-2.5 JOINT SEALER.** The joint sealer for the joints in the concrete pavement shall meet the requirements of Item P-605 and shall be of the type(s) specified in the plans.

**501-2.7 DOWEL AND TIE BARS.** Tie bars shall be deformed steel bars and conform to the requirements of ASTM A 615 or ASTM A 996, except that rail steel bars, Grade 50 or 60, shall not be used for tie bars that are to be bent or restraightened during construction. Tie bars designated as Grade 40 in ASTM A 615 can be used for construction requiring bent bars.

Dowel bars shall be plain steel bars conforming to ASTM A 615 or ASTM A 966 and shall be free from burring or other deformation restricting slippage in the concrete. High strength dowel bars shall conform to ASTM A 714, Class 2, Type S, Grade I, II or III, Bare Finish. Before delivery to the construction site each dowel bar shall be painted with one coat of paint conforming to MIL-DTL-24441/20A.SSPC Paint 5 or SSPC Paint 25. Metal or plastic collars shall be full circular device supporting the dowel until the epoxy hardens.

The sleeves for dowel bars used in expansion joints shall be metal or other type of an approved design to cover 2 to 3 inches (50 mm to 75 mm) of the dowel, with a closed end and with a suitable stop to hold the end of the bar at least 1 inch (25 mm) from the closed end of the sleeve. Sleeves shall be of such design that they will not collapse during construction.

**501-2.8 WATER.** Water used in mixing or curing shall be clean and free of oil, salt, acid, alkali, sugar, vegetable, or other substances injurious to the finished product. Water will be tested in accordance with the requirements of AASHTO T 26. Water known to be of potable quality may be used without testing.

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**501-2.9 COVER MATERIAL FOR CURING.** Curing materials shall conform to one of the following specifications:

- a. Liquid membrane-forming compounds for curing concrete shall conform to the requirements of ASTM C 309, Type 2, Class B, or Class A if wax base only.
- b. White polyethylene film for curing concrete shall conform to the requirements of ASTM C 171.
- c. White burlap-polyethylene sheeting for curing concrete shall conform to the requirements of ASTM C 171.
- d. Waterproof paper for curing concrete shall conform to the requirements of ASTM C 171.

**501-2.10 ADMIXTURES.** The use of any material added to the concrete mix shall be approved by the Engineer. The Contractor shall submit certificates indicating that the material to be furnished meets all of the requirements indicated below. In addition, the Engineer may require the Contractor to submit complete test data from an approved laboratory showing that the material to be furnished meets all of the requirements of the cited specifications. Subsequent tests may be made of samples taken by the Engineer from the supply of the material being furnished or proposed for use on the work to determine whether the admixture is uniform in quality with that approved.

a. **Air-Entraining Admixtures.** Air-entraining admixtures shall meet the requirements of ASTM C 260 and shall consistently entrain the air content in the specified ranges under field conditions. The air-entrainment agent and any water reducer admixture shall be compatible.

b. **Chemical Admixtures.** Water-reducing, set retarding, and set-accelerating admixtures shall meet the requirements of ASTM C 494, including the flexural strength test.

**501-2.11 EPOXY-RESIN.** Epoxy-resin used to anchor dowels and tie bars in pavements shall conform to the requirements of ASTM C 881, Type I, Grade 3, Class C. Class A or B shall be used when the surface temperature of the hardened concrete is below 60 degrees F (16 degrees C).

**501-2.12 MATERIAL ACCEPTANCE.** Prior to use of materials, the Contractor shall submit certified test reports to the Engineer for those materials proposed for use during construction. The certification shall show the appropriate ASTM test(s) for each material, the test results, and a statement that the material passed or failed.

The Engineer may request samples for testing, prior to and during production, to verify the quality of the materials and to ensure conformance with the applicable specifications.

#### MIX DESIGN

**501-3.1 PROPORTIONS.** Concrete shall be designed to achieve a 28-day flexural strength that meets or exceeds the acceptance criteria contained in paragraph 501-5.2 for a flexural strength of 700 psi. The mix shall be designed using the procedures contained in Chapter 9 of the Portland Cement Association's manual, "Design and Control of Concrete Mixtures".

The Contractor shall note that to ensure that the concrete actually produced will meet or exceed the acceptance criteria for the specified strength, the mix design average strength must be higher than the specified strength. The amount of overdesign necessary to meet specification requirements depends on

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the producer's standard deviation of flexural test results and the accuracy that that value can be estimated from historic data for the same or similar materials.

The minimum cementitious material (cement plus fly ash, or GGBFS) shall be 564 pounds per cubic yard (227 kg per cubic meter). The ratio of water to cementitious material, including free surface moisture on the aggregates but not including moisture absorbed by the aggregates shall not be more than 0.45 by weight.

Prior to the start of paving operations and after approval of all material to be used in the concrete, the Contractor shall submit a mix design showing the proportions and flexural strength obtained from the concrete at 7 and 28 days. The mix design shall include copies of test reports, including test dates, and a complete list of materials including type, brand, source, and amount of cement, fly ash, ground slag, coarse aggregate, fine aggregate, water, and admixtures. The fineness modulus of the fine aggregate and the air content shall also be shown. The mix design shall be submitted to the Engineer at least 10 days prior to the start of operations. The submitted mix design shall not be more than 90 days old. Production shall not begin until the mix design is approved in writing by the Engineer.

Should a change in sources be made, or admixtures added or deleted from the mix, a new mix design must be submitted to the Engineer for approval.

Flexural strength test specimens shall be prepared in accordance with ASTM C 192 and tested in accordance with ASTM C 78. **The mix determined shall be workable concrete having a slump for side-form concrete between 1 and 2 inches (25 mm and 50 mm) as determined by ASTM C 143. For vibrated slip-form concrete, the slump shall be between 1/2 inch (13 mm) and 1 1/2 inches (38 mm).**

**501-3.2 CEMENTITIOUS MATERIALS.**

**a. Fly Ash.** Fly ash may be used in the mix design. When fly ash is used as a partial replacement for cement, the minimum cement content may be met by considering Portland cement plus fly ash as the total cementitious material. The replacement rate shall be determined from laboratory trial mixes, but shall be between 20 and 30 percent by weight of the total cementitious material. If fly ash is used in conjunction with ground granular blast furnace slag the maximum replacement rate shall not exceed 10 percent by weight of total cementitious material.

**b. Ground Slag.** Ground blast-furnace slag may be used in a mix design containing Type I or Type II cement. The slag, or slag plus fly ash if both are used, may constitute between 25 to 55 percent of the total cementitious material by weight. If the concrete is to be used for slipforming operations and the air temperature is expected to be lower than 55 degrees F (13 degrees C) the percent slag shall not exceed 30 percent by weight.

**501-3.3 ADMIXTURES.**

**a. Air-Entraining.** Air-entraining admixture shall be added in such a manner that will insure uniform distribution of the agent throughout the batch. The air content of freshly mix air-entrained concrete shall be based upon trial mixes with the materials to be used in the work adjusted to produce concrete of the required plasticity and workability. The percentage of air in the mix shall be **5.5%**. Air content shall be determined by testing in accordance with ASTM C 231 for gravel and stone coarse aggregate and ASTM C 173 for slag and other highly porous coarse aggregate.

**b. Chemical.** Water-reducing, set-controlling, and other approved admixtures shall be added to the mix in the manner recommended by the manufacturer and in the amount necessary to comply with the specification requirements. Tests shall be conducted on trial mixes, with the materials to be used in

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the work, in accordance with ASTM C 494.

**501-3.4 TESTING LABORATORY.** The laboratory used to develop the mix design shall meet the requirements of ASTM C 1077. The laboratory accreditation will include ASTM C 78. A certification that it meets these requirements shall be submitted to the Engineer prior to the start of mix design. The certification shall include evidence that the laboratory is inspected/accredited for the test methods required herein by a nationally recognized laboratory inspection accreditation organization.

CONSTRUCTION METHODS

**501-4.1 EQUIPMENT.** Equipment necessary for handling materials and performing all parts of the work shall be approved by the engineer as to design, capacity, and mechanical conditions. The equipment shall be at the jobsite sufficiently ahead of the start of paving operations to be examined thoroughly and approved.

**a. Batch Plant and Equipment.** The batch plant and equipment shall conform to the requirements of ASTM C 94.

**b. Mixers and Transportation Equipment.**

**(1) General.** Concrete may be mixed at a central plant, or wholly or in part in truck mixers. Each mixer shall have attached in a prominent place a manufacturer's nameplate showing the capacity of the drum in terms of volume of mixed concrete and the speed of rotation of the mixing drum or blades.

**(2) Central plant mixer.** Central plant mixers shall conform to the requirements of ASTM C94.

The mixer shall be examined daily for changes in condition due to accumulation of hard concrete or mortar or wear of blades. The pickup and throwover blades shall be replaced when they have worn down 3/4 inch (19 mm) or more. The Contractor shall have a copy of the manufacturer's design on hand showing dimensions and arrangement of blades in reference to original height and depth.

**(3) Truck mixers and truck agitators.** Truck mixers used for mixing and hauling concrete and truck agitators used for hauling central-mixed concrete shall conform to the requirements of ASTM C 94.

**(4) Nonagitator trucks.** Nonagitator hauling equipment shall conform to the requirements of ASTM C 94.

**c. Finishing Equipment.** The standard method of constructing concrete pavements on FAA projects shall be with an approved slip-form paving equipment designed to spread, consolidate, screed, and float-finish the freshly placed concrete in one complete pass of the machine so a dense and homogeneous pavement is achieved with a minimum of hand finishing. The paver-finisher shall be a heavy duty, self-propelled machine designed specifically for paving and finishing high quality concrete pavements. It shall weigh at least 2200 lbs. per foot of paving lane width and powered by an engine having at least 6.0 horsepower per foot of lane width.

On projects requiring less than 500 square yards of cement concrete pavement or requiring individual placement areas of less than 500 square yards, or irregular areas at locations inaccessible to slip-form paving equipment, cement concrete pavement may be placed with approved placement and finishing equipment utilizing stationary side forms. Hand screeding and float finishing may only be utilized on small irregular areas as allowed by the Engineer.

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**d. Vibrators.** Vibrator shall be the internal type. Operating frequency for internal vibrators shall be between 8,000 and 12,000 vibrations per minute. Average amplitude for internal vibrators shall be 0.025-0.05 inches (0.06-0.13 cm).

The number, spacing, and frequency shall be as necessary to provide a dense and homogeneous pavement and meet the recommendations of ACI 309, Guide for Consolidation of Concrete. Adequate power to operate all vibrators shall be available on the paver. The vibrators shall be automatically controlled so that they shall be stopped as forward motion ceases. The contractor shall provide an electronic or mechanical means to monitor vibrator status. The checks on vibrator status shall occur a minimum of two times per day or when requested by the Engineer.

Hand held vibrators may be used in irregular areas only, but shall meet the recommendations of ACI 309, Guide for Consolidation of Concrete.

**e. Concrete Saws.** The Contractor shall provide sawing equipment adequate in number of units and power to complete the sawing to the required dimensions. The Contractor shall provide at least one standby saw in good working order and a supply of saw blades at the site of the work at all times during sawing operations.

**f. Side Forms.** Straight side forms shall be made of steel and shall be furnished in sections not less than 10 feet (3 m) in length. Forms shall have a depth equal to the pavement thickness at the edge, and a base width equal to or greater than the depth. Flexible or curved forms of proper radius shall be used for curves of 100-foot (31 m) radius or less. Forms shall be provided with adequate devices for secure settings so that when in place they will withstand, without visible spring or settlement, the impact and vibration of the consolidating and finishing equipment. Forms with battered top surfaces and bent, twisted or broken forms shall not be used. Built-up forms shall not be used, except as approved by the Engineer. The top face of the form shall not vary from a true plane more than 1/8 inch (3 mm) in 10 feet (3 m), and the upstanding leg shall not vary more than 1/4 inch (6 mm). The forms shall contain provisions for locking the ends of abutting sections together tightly for secure setting. Wood forms may be used under special conditions, when approved by the Engineer.

**g. Pavers.** The paver shall be fully energized, self-propelled, and designed for the specific purpose of placing, consolidating, and finishing the concrete pavement, true to grade, tolerances, and cross section. It shall be of sufficient weight and power to construct the maximum specified concrete paving lane width as shown in the plans, at adequate forward speed, without transverse, longitudinal or vertical instability or without displacement. The paver shall be equipped with electronic or hydraulic horizontal and vertical control devices.

**501-4.2 FORM SETTING.** Forms shall be set sufficiently in advance of the concrete placement to insure continuous paving operation. After the forms have been set to correct grade, the underlying surface shall be thoroughly tamped, either mechanically or by hand, at both the inside and outside edges of the base of the forms. Forms shall be staked into place sufficiently to maintain the form in position for the method of placement.

Form sections shall be tightly locked and shall be free from play or movement in any direction. The forms shall not deviate from true line by more than 1/8 inch (3 mm) at any joint. Forms shall be so set that they will withstand, without visible spring or settlement, the impact and vibration of the consolidating and finishing equipment. Forms shall be cleaned and oiled prior to the placing of concrete.

The alignment and grade elevations of the forms shall be checked and corrections made by the Contractor immediately before placing the concrete.

**501-4.3 CONDITIONING OF UNDERLYING SURFACE.** The compacted underlying surface on which

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the pavement will be placed shall be widened approximately 3 feet (1 m) to extend beyond the paving machine track to support the paver without any noticeable displacement. After the underlying surface has been placed and compacted to the required density, the areas that will support the paving machine and the area to be paved shall be trimmed or graded to the plan grade elevation and profile by means of a properly designed machine. The grade of the underlying surface shall be controlled by a positive grade control system using lasers, stringlines, or guide wires. If the density of the underlying surface is disturbed by the trimming operations, it shall be corrected by additional compaction and retested at the option of the Engineer before the concrete is placed except when stabilized subbases are being constructed. If damage occurs on a stabilized subbase, it shall be corrected full depth by the Contractor. If traffic is allowed to use the prepared grade, the grade shall be checked and corrected immediately before the placement of concrete. The prepared grade shall be moistened with water, without saturating, immediately ahead of concrete placement to prevent rapid loss of moisture from concrete. The underlying surface shall be protected so that it will be entirely free of frost when concrete is placed.

**501-4.4 CONDITIONING OF UNDERLYING SURFACE, SIDE-FORM AND FILL-IN LANE**

**CONSTRUCTION.** The prepared underlying surface shall be moistened with water, without saturating, immediately ahead of concrete placement to prevent rapid loss of moisture from the concrete. Damage caused by hauling or usage of other equipment shall be corrected and retested at the option of the Engineers. If damage occurs to a stabilized subbase, it shall be corrected full depth by the Contractor. A template shall be provided and operated on the forms immediately in advance of the placing of all concrete. The template shall be propelled only by hand and not attached to a tractor or other power unit. Templates shall be adjustable so that they may be set and maintained at the correct contour of the underlying surface. The adjustment and operation of the templates shall be such as will provide an accurate retest of the grade before placing the concrete thereon. All excess material shall be removed and wasted. Low areas shall be filled and compacted to a condition similar to that of the surrounding grade. The underlying surface shall be protected so that it will be entirely free from frost when the concrete is placed. The use of chemicals to eliminate frost in the underlying surface shall not be permitted.

The template shall be maintained in accurate adjustment, at all times by the Contractor, and shall be checked daily.

**501-4.5 HANDLING, MEASURING, AND BATCHING MATERIAL.** The batch plant site, layout, equipment, and provisions for transporting material shall assure a continuous supply of material to the work. Stockpiles shall be constructed in such a manner that prevents segregation and intermixing of deleterious materials.

Aggregates that have become segregated or mixed with earth or foreign material shall not be used. All aggregates produced or handled by hydraulic methods, and washed aggregates, shall be stockpiled or binned for draining at least 12 hours before being batched. Rail shipments requiring more than 12 hours will be accepted as adequate binning only if the car bodies permit free drainage.

Batching plants shall be equipped to proportion aggregates and bulk cement, by weight, automatically using interlocked proportioning devices of an approved type. When bulk cement is used, the Contractor shall use a suitable method of handling the cement from weighing hopper to transporting container or into the batch itself for transportation to the mixer, such as a chute, boot, or other approved device, to prevent loss of cement. The device shall be arranged to provide positive assurance that the cement content specified is present in each batch.

**501-4.6 MIXING CONCRETE.** The concrete may be mixed at the work site, in a central mix plant or in truck mixers. The mixer shall be of an approved type and capacity. Mixing time shall be measured from the time all materials, except water, are emptied into the drum. All concrete shall be mixed and delivered to the site in accordance with the requirements of ASTM C 94.

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Mixed concrete from the central mixing plant shall be transported in truck mixers, truck agitators, or nonagitating trucks. The elapsed time from the addition of cementitious material to the mix until the concrete is deposited in place at the work site shall not exceed 30 minutes when the concrete is hauled in nonagitating trucks, nor 90 minutes when the concrete is hauled in truck mixers or truck agitators. Retempering concrete by adding water or by other means will not be permitted. With transit mixers additional water may be added to the batch materials and additional mixing performed to increase the slump to meet the specified requirements provided the addition of water is performed within 45 minutes after the initial mixing operations and provided the water/cementitious ratio specified in the approved mix design is not exceeded, and approved by the Engineer.

**501-4.7 LIMITATIONS ON MIXING AND PLACING.** No concrete shall be mixed, placed, or finished when the natural light is insufficient, unless an adequate and approved artificial lighting system is operated.

**a. Cold Weather.** Unless authorized in writing by the Engineer, mixing and concreting operations shall be discontinued when a descending air temperature in the shade and away from artificial heat reaches 40 degrees F (4 degrees C) and shall not be resumed until an ascending air temperature in the shade and away from artificial heat reaches 35 degrees F (2 degrees C).

The aggregate shall be free of ice, snow, and frozen lumps before entering the mixer. The temperature of the mixed concrete shall not be less than 50 degrees F (10 degrees C) at the time of placement. Concrete shall not be placed on frozen material nor shall frozen aggregates be used in the concrete.

When concreting is authorized during cold weather, water and/or the aggregates may be heated to not more than 150 degrees F (66 degrees C). The apparatus used shall heat the mass uniformly and shall be arranged to preclude the possible occurrence of overheated areas which might be detrimental to the materials.

**b. Hot Weather.** During periods of hot weather when the maximum daily air temperature exceeds 85 degrees F (30 degrees C), the following precautions shall be taken.

**The forms and/or the underlying surface shall be sprinkled with water immediately before placing the concrete. The concrete shall be placed at the coolest temperature practicable, and in no case shall the temperature of the concrete when placed exceed 90 degrees F (35 degrees C). The aggregates and/or mixing water shall be cooled as necessary to maintain the concrete temperature at or not more than the specified maximum.**

The finished surfaces of the newly laid pavement shall be kept damp by applying a water-fog or 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 psf per hour as determined in accordance with Figure 2.1.5 in ACI 305R, Hot Weather Concreting, which takes into consideration relative humidity, wind velocity, and air temperature.

When conditions are such that problems with plastic cracking can be expected, and particularly if any plastic cracking begins to occur, the Contractor shall immediately take such additional measures as necessary to protect the concrete surface. Such measures shall consist of wind screens, more effective fog sprays, and similar measures commencing immediately behind the paver. If these measures are not effective in preventing plastic cracking, paving operations shall be immediately stopped.

**c. Temperature Management Program.** Prior to the start of paving operation for each day of paving, the contractor shall provide the engineer with a Temperature Management Program for the concrete to be placed to assure that uncontrolled cracking is avoided. As a minimum the program shall

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address the following items:

- (1) Anticipated tensile strains in the fresh concrete as related to heating and cooling of the concrete material.
- (2) Anticipated weather conditions such as ambient temperatures, wind velocity, and relative humidity.
- (3) Anticipated timing of initial sawing of joint.

**501-4.8 PLACING CONCRETE.** The Contractor has the option of placing the concrete with either side (fixed) forms or slip-forms. At any point in concrete conveyance, the free vertical drop of the concrete from one point to another or to the underlying surface shall not exceed 3 feet (1 m). Backhoes and Grading equipment shall not be used to distribute the concrete in front of the paver. Front end loaders will not be used unless the contractor demonstrates that they can be used without contaminating the concrete and base course and it is approved by the Engineer.

Hauling equipment or other mechanical equipment can be permitted on adjoining previously constructed pavement when the concrete strength reaches **a compressive strength of 3,500 psi**, based on the average of four field cured specimens per 2,000 cubic yards (1 530 cubic meters) of concrete placed. Also, subgrade and subbase planers, concrete pavers, and concrete finishing equipment may be permitted to ride upon the edges of previously constructed pavement when the concrete has attained a minimum flexural strength of 400 psi.

**a. Slip-Form Construction.** The concrete shall be distributed uniformly into final position by a self propelled slip-form paver without delay. The alignment and elevation of the paver shall be regulated from outside reference lines established for this purpose. The paver shall vibrate the concrete for the full width and depth of the strip of pavement being placed and the vibration shall be adequate to provide a consistency of concrete that will stand normal to the surface with sharp well defined edges. The sliding forms shall be rigidly held together laterally to prevent spreading of the forms.

The plastic concrete shall be effectively consolidated by internal vibration with transverse vibrating units for the full width of the pavement and/or a series of equally placed longitudinal vibrating units. The space from the outer edge of the pavement to longitudinal unit shall not exceed 9 inches. The spacing of internal units shall be uniform and shall not exceed 18 inches.

The term internal vibration means vibrating units located within the specified thickness of pavement section.

The rate of vibration of each vibrating unit shall be within 8000 to 12000 cycles per minute and the amplitude of vibration shall be sufficient to be perceptible on the surface of the concrete along the entire length of the vibrating unit and for a distance of at least one foot. The frequency of vibration or amplitude shall vary proportionately with the rate of travel to result in a uniform density and air content. The paving machine shall be equipped with a tachometer or other suitable device for measuring and indicating the actual frequency of vibrations.

The concrete shall be held at a uniform consistency. The slip-form paver shall be operated with as nearly a continuous forward movement as possible. And all operations of mixing, delivering, and spreading concrete shall be coordinated to provide uniform progress with stopping and starting of the paver held to a minimum. If for any reason, it is necessary to stop the forward movement of the paver, the vibratory and tamping elements shall also be stopped immediately. No tractive force shall be applied to the machine, except that which is controlled from the machine.

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When concrete is being placed adjacent to an existing pavement, that part of the equipment which is supported on the existing pavement shall be equipped with protective pads on crawler tracks or rubber-tired wheels on which the bearing surface is offset to run a sufficient distance from the edge of the pavement to avoid breaking the pavement edge.

**b. Side-Form Construction.** Side form sections shall be straight, free from warps, bends, indentations, or other defects. Defective forms shall be removed from the work. Metal side forms shall be used except at end closures and transverse construction joints where straight forms of other suitable material may be used.

Side forms may be built up by rigidly attaching a section to either top or bottom of forms. If such build-up is attached to the top of metal forms, the build-up shall also be metal.

Width of the base of all forms shall be equal to at least 80 percent of the specified pavement thickness.

Side forms shall be of sufficient rigidity, both in the form and in the interlocking connection with adjoining forms, that springing will not occur under the weight of subgrading and paving equipment or from the pressure of the concrete. The Contractor shall provide sufficient forms so that there will be no delay in placing concrete due to lack of forms.

Before placing side forms, the underlying material shall be at the proper grade. Side forms shall have full bearing upon the foundation throughout their length and width of base and shall be placed to the required grade and alignment of the finished pavement. They shall be firmly supported during the entire operation of placing, compacting, and finishing the pavement.

Forms shall be drilled in advance of being placed to line and grade to accommodate tie bars where these are specified.

Immediately in advance of placing concrete and after all subbase operations are completed, side forms shall be trued and maintained to the required line and grade for a distance sufficient to prevent delay in placing.

Side forms shall remain in place at least 12 hours after the concrete has been placed, and in all cases until the edge of the pavement no longer requires the protection of the forms. Curing compound shall be applied to the concrete immediately after the forms have been removed.

Side forms shall be thoroughly cleaned and oiled each time they are used and before concrete is placed against them.

Concrete shall be spread, screeded, shaped and consolidated by one or more self-propelled machines. These machines shall uniformly distribute and consolidate concrete without segregation so that the completed pavement will conform to the required cross section with a minimum of handwork.

The number and capacity of machines furnished shall be adequate to perform the work required at a rate equal to that of concrete delivery.

Concrete for the full paving width shall be effectively consolidated by internal vibrators without causing segregation. Internal type vibrators' rate of vibration shall be not less than 7,000 cycles per minute. Amplitude of vibration shall be sufficient to be perceptible on the surface of the concrete more than one foot from the vibrating element. The Contractor shall furnish a tachometer or other suitable device for measuring and indicating frequency of vibration.

Power to vibrators shall be connected so that vibration ceases when forward or backward motion of the

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machine is stopped.

The provisions relating to the frequency and amplitude of internal vibration shall be considered the minimum requirements and are intended to ensure adequate density in the hardened concrete.

**c. Consolidation Testing.** The provisions relating to the frequency and amplitude of internal vibration shall be considered the minimum requirements and are intended to ensure adequate density in the hardened concrete. If a lack of consolidation of the concrete is suspected by the Engineer, additional referee testing may be required. Referee testing of hardened concrete will be performed by cutting cores from the finished pavement after a minimum of 24 hours curing. Density determinations will be made based on the water content of the core as taken. ASTM C 642 shall be used for the determination of core density in the saturated-surface dry condition. Referee cores will be taken at the minimum rate of one for each 500 cubic yards of pavement, or fraction thereof.

The average density of the cores shall be at least 97 percent of the original mix design density, with no cores having a density of less than 96 percent of the original mix design density.

Failure to meet the above requirements will be considered as evidence that the minimum requirements for vibration are inadequate for the job conditions, and additional vibrating units or other means of increasing the effect of vibration shall be employed so that the density of the hardened concrete as indicated by further referee testing shall conform to the above listed requirements.

**501-4.9 STRIKE-OFF OF CONCRETE AND PLACEMENT OF REINFORCEMENT.** Following the placing of the concrete, it shall be struck off to conform to the cross section shown on the plans and to an elevation such that when the concrete is properly consolidated and finished, the surface of the pavement shall be at the elevation shown on the plans. When reinforced concrete pavement is placed in two layers, the bottom layer shall be struck off to such length and depth that the sheet of reinforcing steel fabric or bar mat may be laid full length on the concrete in its final position without further manipulation. The reinforcement shall then be placed directly upon the concrete, after which the top layer of the concrete shall be placed, struck off, and screeded. If any portion of the bottom layer of concrete has been placed more than 30 minutes without being covered with the top layer or if initial set has taken place, it shall be removed and replaced with freshly mixed concrete at the Contractor's expense. When reinforced concrete is placed in one layer, the reinforcement may be positioned in advance of concrete placement or it may be placed in plastic concrete by mechanical or vibratory means after spreading.

Reinforcing steel, at the time concrete is placed, shall be free of mud, oil, or other organic matter that may adversely affect or reduce bond. Reinforcing steel with rust, mill scale or a combination of both will be considered satisfactory, provided the minimum dimensions, weight, and tensile properties of a hand wire-brushed test specimen are not less than the applicable ASTM specification requirements.

**501-4.10 JOINTS.** Joints shall be constructed as shown on the plans and in accordance with these requirements. All joints shall be constructed with their faces perpendicular to the surface of the pavement and finished or edged as shown on the plans. Joints shall not vary more than 1/2 inch (13 mm) from their designated position and shall be true to line with not more than 1/4-inch (6 mm) variation in 10 feet (3 m). The surface across the joints shall be tested with a 10-foot (3 m) straightedge as the joints are finished and any irregularities in excess of 1/4 inch (6 mm) shall be corrected before the concrete has hardened. All joints shall be so prepared, finished, or cut to provide a groove of uniform width and depth as shown on the plans.

**a. Construction.** Longitudinal construction joints shall be slip-formed or formed against side forms with or without keyways, as shown in the plans.

Transverse construction joints shall be installed at the end of each day's placing operations and at any

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other points within a paving lane when concrete placement is interrupted for more than 30 minutes or it appears that the concrete will obtain its initial set before fresh concrete arrives. The installation of the joint shall be located at a planned contraction or expansion joint. If placing of the concrete is stopped, the Contractor shall remove the excess concrete back to the previous planned joint.

**b. Contraction.** Contraction joints shall be installed at the locations and spacing as shown on the plans. Contraction joints shall be installed to the dimensions required by forming a groove or cleft in the top of the slab while the concrete is still plastic or by sawing a groove into the concrete surface after the concrete has hardened. When the groove is formed in plastic concrete the sides of the grooves shall be finished even and smooth with an edging tool. If an insert material is used, the installation and edge finish shall be according to the manufacturer's instructions. The groove shall be finished or cut clean so that spalling will be avoided at intersections with other joints. Grooving or sawing shall produce a slot at least 1/8 inch (3 mm) wide and to the depth shown on the plans.

**c. Expansion.** Expansion joints shall be installed as shown on the plans. The premolded filler of the thickness as shown on the plans, shall extend for the full depth and width of the slab at the joint, except for space for sealant at the top of the slab. The filler shall be securely staked or fastened into position perpendicular to the proposed finished surface. A cap shall be provided to protect the top edge of the filler and to permit the concrete to be placed and finished. After the concrete has been placed and struck off, the cap shall be carefully withdrawn leaving the space over the premolded filler. The edges of the joint shall be finished and tooled while the concrete is still plastic. Any concrete bridging the joint space shall be removed for the full width and depth of the joint.

**d. Keyways.** Keyways (only female keys permitted) shall be formed in the plastic concrete by means of side forms or the use of keyway liners that are inserted during the slip-form operations. The keyway shall be formed to a tolerance of 1/4 inch (6 mm) in any dimension and shall be of sufficient stiffness to support the upper keyway flange without distortion or slumping of the top of the flange. The dimensions of the keyway forms shall not vary more than plus or minus 1/4 inch (6 mm) from the mid-depth of the pavement. Liners that remain in place permanently and become part of the keyed joint shall be made of galvanized, copper clad, or of similar rust-resistant material compatible with plastic and hardened concrete and shall not interfere with joint reservoir sawing and sealing.

**e. Tie bars.** Tie bars shall consist of deformed bars installed in joints as shown on the plans. Tie bars shall be placed at right angles to the centerline of the concrete slab and shall be spaced at intervals shown on the plans. They shall be held in position parallel to the pavement surface and in the middle of the slab depth. When tie bars extend into an unpaved lane, they may be bent against the form at longitudinal construction joints, unless threaded bolt or other assembled tie bars are specified. These bars shall not be painted, greased, or enclosed in sleeves. When slip-form operations call for tie bars, two-piece hook bolts can be installed in the female side of the keyed joint provided the installation is made without distorting the keyed dimensions or causing edge slump. If a bent tie bar installation is used, the tie bars shall be inserted through the keyway liner only on the female side of the joint. In no case shall a bent tie bar installation for male keyways be permitted.

**f. Dowel bars.** Dowel bars or other load-transfer units of an approved type shall be placed across joints in the manner as shown on the plans. They shall be of the dimensions and spacings as shown and held rigidly in the middle of the slab depth in the proper horizontal and vertical alignment by an approved assembly device to be left permanently in place. The dowel or load-transfer and joint devices shall be rigid enough to permit complete assembly as a unit ready to be lifted and placed into position. A metal, or other type, dowel expansion cap or sleeve shall be furnished for each dowel bar used with expansion joints. These caps shall be substantial enough to prevent collapse and shall be placed on the ends of the dowels as shown on the plans. The caps or sleeves shall fit the dowel bar tightly and the closed end shall be watertight. The portion of each dowel painted with rust preventative paint, as required under paragraph 501-2.7 and shown on the plans to receive a debonding lubricant,

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shall be thoroughly coated with asphalt MC-70, or an approved lubricant, to prevent the concrete from bonding to that portion of the dowel. If free-sliding plastic-coated or epoxy-coated steel dowels are used, a lubrication bond breaker shall be used except when approved pullout tests indicate it is not necessary. Where butt-type joints with dowels are designated, the exposed end of the dowel shall be oiled.

Dowel bars at contraction joints may be placed in the full thickness of pavement by a mechanical device approved by the Engineer. The device shall be capable of installing dowel bars within the maximum permissible alignment tolerances. Dowel bars at longitudinal construction joints shall be bonded in drilled holes.

**g. Installation.** All devices used for the installation of expansion joints shall be approved by the Engineer.

The top of an assembled joint device shall be set at the proper distance below the pavement surface and the elevation shall be checked. Such devices shall be set to the required position and line and shall be securely held in place by stakes or other means to the maximum permissible tolerances during the pouring and finishing of the concrete. The premolded joint material shall be placed and held in a vertical position; if constructed in sections, there shall be no offsets between adjacent units.

Dowel bars and assemblies shall be checked for position and alignment. The maximum permissible tolerances on dowel bar alignment shall be in accordance with paragraph 501-5.2e(6). During the concrete placement operation, it is advisable to place plastic concrete directly on dowel assemblies immediately prior to passage of the paver to help maintain dowel position and alignment within maximum permissible tolerances.

When concrete is placed using slip-form pavers, dowels and tie bars shall be placed in longitudinal construction joints by bonding the dowels or tie bars into holes drilled into the hardened concrete. Holes approximately 1/8-inch to 1/4-inch (3 to 6 mm) greater in diameter than the dowel or tie bar shall be drilled with rotary-type core drills that must be held securely in place to drill perpendicularly into the vertical face of the pavement slab. Rotary-type percussion drills may be used provided that spalling of concrete does not occur. Any damage of the concrete shall be repaired by the Contractor in a method approved by the Engineer. Dowels or tie bars shall be bonded in the drilled holes using an epoxy resin material. Installation procedures shall be adequate to insure that the area around dowels is completely filled with epoxy grout. Epoxy shall be injected into the back of the hole and displaced by the insertion of the dowel bar. Bars shall be completely inserted into the hole and shall not be withdrawn and reinserted creating air pockets in the epoxy around the bar. The Contractor shall furnish a template for checking the position and alignment of the dowels. Dowel bars shall not be less than 10 inches (25 cm) from a transverse joint and shall not interfere with dowels in the transverse direction.

**h. Sawing of Joints.** Joints shall be cut as shown on the plans. Equipment shall be as described in paragraph 501-4.1. The circular cutter shall be capable of cutting a groove in a straight line and shall produce a slot at least 1/8 inch (3 mm) wide and to the depth shown on the plans. The top portion of the slot shall be widened by sawing to provide adequate space for joint sealers as shown on the plans. Sawing shall commence as soon as the concrete has hardened sufficiently to permit cutting without chipping, spalling, or tearing and before uncontrolled shrinkage cracking of the pavement occurs. Sawing shall be carried on both during the day and night as required. The joints shall be sawed at the required spacing, consecutively in sequence of the concrete placement. Curing compound, if being used as the cure type, shall be reapplied in the initial sawcut and maintained for the remaining cure period. Curing compound shall not be applied, and used as the cure method, to any final concrete face that is to receive a sealant. All slurry and debris produced in the sawing of joints shall be removed by vacuuming and washing.

**501-4.11 FINAL STRIKE-OFF, CONSOLIDATION, AND FINISHING.**

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**a. Sequence.** The sequence of operations shall be the strike-off, floating and removal of laitance, straightedging, and final surface finish. The addition of superficial water to the surface of the concrete to assist in finishing operations will not be permitted.

**b. Finishing at Joints.** The concrete adjacent to joints shall be compacted or firmly placed without voids or segregation against the joint material; it shall be firmly placed without voids or segregation under and around all load-transfer devices, joint assembly units, and other features designed to extend into the pavement. Concrete adjacent to joints shall be mechanically vibrated as required in paragraph 501-4.8.a. After the concrete has been placed and vibrated adjacent to the joints, the finishing machine shall be operated in a manner to avoid damage or misalignment of joints. If uninterrupted operations of the finishing machine, to, over, and beyond the joints, cause segregation of concrete, damage to, or misalignment of the joints, the finishing machine shall be stopped when the screed is approximately 8 inches (20 cm) from the joint. Segregated concrete shall be removed from the front of and off the joint; and the forward motion of the finishing machine shall be resumed. Thereafter, the finishing machine may be run over the joint without lifting the screed, provided there is no segregated concrete immediately between the joint and the screed or on top of the joint.

**c. Machine Finishing.** The concrete shall be spread as soon as it is placed, and it shall be struck off and screeded by a finishing machine. The machine shall go over each area as many times and at such intervals as necessary to give to proper consolidation and to leave a surface of uniform texture. Excessive operation over a given area shall be avoided. When side forms are used, the tops of the forms shall be kept clean by an effective device attached to the machine, and the travel of the machine on the forms shall be maintained true without lift, wobbling, or other variation tending to affect the precision finish. During the first pass of the finishing machine, a uniform ridge of concrete shall be maintained ahead of the front screed for its entire length. When in operation, the screed shall be moved forward with a combined longitudinal and transverse shearing motion, always moving in the direction in which the work is progressing, and so manipulated that neither end is raised from the side forms during the striking-off process. If necessary, this shall be repeated until the surface is of uniform texture, true to grade and cross section, and free from porous areas.

**d. Hand Finishing.** Hand finishing methods will not be permitted, except under the following conditions: in the event of breakdown of the mechanical equipment, hand methods may be used to finish the concrete already deposited on the grade; in areas of narrow widths or of irregular dimensions where operation of the mechanical equipment is impractical. Concrete, as soon as placed, shall be struck off and screeded. An approved portable screed shall be used. A second screed shall be provided for striking off the bottom layer of concrete when reinforcement is used.

The screed for the surface shall be a least 2 feet (0.6 m) longer than the maximum width of the slab to be struck off. It shall be of approved design, sufficiently rigid to retain its shape, and shall be constructed either of metal or of other suitable material covered with metal. Consolidation shall be attained by the use of suitable vibrators.

**e. Floating.** After the concrete has been struck off and consolidated, it shall be further smoothed and trued by means of a longitudinal float using one of the following methods:

**(1) Hand Method.** Long-handled floats shall not be less than 12 feet (3.6 m) in length and 6 inches (15 cm) in width, stiffened to prevent flexibility and warping. The float shall be operated from foot bridges spanning but not touching the concrete or from the edge of the pavement. Floating shall pass gradually from one side of the pavement to the other. Forward movement along the centerline of the pavement shall be in successive advances of not more than one-half the length of the float. Any excess water or laitance in excess of 1/8-inch (3 mm) thick shall be removed and wasted.

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**(2) Mechanical method.** The Contractor may use a machine composed of a cutting and smoothing float(s), suspended from and guided by a rigid frame and constantly in contact with, the side forms or underlying surface. If necessary, long-handled floats having blades not less than 5 feet (1.5 m) in length and 6 inches (15 cm) in width may be used to smooth and fill in open-textured areas in the pavement. When the crown of the pavement will not permit the use of the mechanical float, the surface shall be floated transversely by means of a long-handled float. Care shall be taken not to work the crown out of the pavement during the operation. After floating, any excess water and laitance in excess of 1/8-inch (3 mm) thick shall be removed and wasted. Successive drags shall be lapped one-half the length of the blade.

**f. Straight-edge Testing and Surface Correction.** After the pavement has been struck off and while the concrete is still plastic, it shall be tested for trueness with a Contractor furnished 16-foot (5 m) straightedge swung from handles 3 feet (1 m) longer than one-half the width of the slab. The straightedge shall be held in contact with the surface in successive positions parallel to the centerline and the whole area gone over from one side of the slab to the other, as necessary. Advancing shall be in successive stages of not more than one-half the length of the straightedge. Any excess water and laitance in excess of 1/8-inch (3 mm) thick shall be removed from the surface of the pavement and wasted. Any depressions shall be immediately filled with freshly mixed concrete, struck off, consolidated, and refinished. High areas shall be cut down and refinished. Special attention shall be given to assure that the surface across joints meets the smoothness requirements of paragraph 501-5.2e(3). Straightedge testing and surface corrections shall continue until the entire surface is found to be free from observable departures from the straightedge and until the slab conforms to the required grade and cross section. The use of long-handled wood floats shall be confined to a minimum; they may be used only in emergencies and in areas not accessible to finishing equipment.

**501-4.12 SURFACE TEXTURE.** The surface of the pavement shall be finished with either a brush or broom, burlap drag, or artificial turf finish for all newly constructed concrete pavements. It is important that the texturing equipment not tear or unduly roughen the pavement surface during the operation. Any imperfections resulting from the texturing operation shall be corrected to the satisfaction of the Engineer.

**a. Brush or Broom Finish.** If the pavement surface texture is to be a type of brush or broom finish, it shall be applied when the water sheen has practically disappeared. The equipment shall operate transversely across the pavement surface, providing corrugations that are uniform in appearance and approximately 1/16 of an inch (2 mm) in depth.

**b. Burlap Drag Finish.** If a burlap drag is used to texture the pavement surface, it shall be at least 15 ounces per square yard (555 grams per square meter). To obtain a textured surface, the transverse threads of the burlap shall be removed approximately 1 foot (0.3 m) from the trailing edge. A heavy buildup of grout on the burlap threads produces the desired wide sweeping longitudinal striations on the pavement surface. The corrugations shall be uniform in appearance and approximately 1/16 of an inch (2 mm) in depth.

**c. Artificial Turf Finish.** If artificial turf is used to texture the surface, it shall be applied by dragging the surface of the pavement in the direction of concrete placement with an approved full-width drag made with artificial turf. The leading transverse edge of the artificial turf drag will be securely fastened to a lightweight pole on a traveling bridge. At least 2 feet of the artificial turf shall be in contact with the concrete surface during dragging operations. A variety of different types of artificial turf are available and approval of any one type will be done only after it has been demonstrated by the Contractor to provide a satisfactory texture. One type that has provided satisfactory texture consists of 7,200 approximately 0.85-inches-long polyethylene turf blades per square foot. The corrugations shall be uniform in appearance and approximately 1/16 of an inch (2 mm) in depth.

**501-4.14 CURING.** Immediately after finishing operations are completed and marring of the concrete

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will not occur, the entire surface of the newly placed concrete shall be cured for a 7-day cure period in accordance with one of the methods below. Failure to provide sufficient cover material of whatever kind the Contractor may elect to use, or lack of water to adequately take care of both curing and other requirements, shall be cause for immediate suspension of concreting operations. The concrete shall not be left exposed for more than 1/2 hour during the curing period.

**When a two-sawcut method is used to construct the contraction joint, the curing compound shall be applied to the sawcut immediately after the initial cut has been made. The sealant reservoir shall not be sawed until after the curing period has been completed. When the one cut method is used to construct the contraction joint, the joint shall be cured with wet rope, wet rags, or wet blankets. The rags, ropes, or blankets shall be kept moist for the duration of the curing period.**

**a. Impervious Membrane Method.** The entire surface of the pavement shall be sprayed uniformly with white pigmented curing compound immediately after the finishing of the surface and before the set of the concrete has taken place. The curing compound shall not be applied during rainfall. Curing compound shall be applied by mechanical sprayers under pressure at the rate of 1 gallon (4 liters) to not more than 150 square feet (14 square meters). The spraying equipment shall be of the fully atomizing type equipped with a tank agitator. At the time of use, the compound shall be in a thoroughly mixed condition with the pigment uniformly dispersed throughout the vehicle. During application the compound shall be stirred continuously by mechanical means. Hand spraying of odd widths or shapes and concrete surfaces exposed by the removal of forms will be permitted. When hand spraying is approved by the Engineer, a double application rate shall be used to insure coverage. The curing compound shall be of such character that the film will harden within 30 minutes after application. Should the film become damaged from any cause, including sawing operations, within the required curing period, the damaged portions shall be repaired immediately with additional compound or other approved means. Upon removal of side forms, the sides of the exposed slabs shall be protected immediately to provide a curing treatment equal to that provided for the surface.

**b. Polyethylene Films.** The top surface and sides of the pavement shall be entirely covered with polyethylene sheeting. The units shall be lapped at least 18 inches (457 mm). The sheeting shall be placed and weighted to cause it to remain in contact with the surface and sides. The sheeting shall have dimensions that will extend at least twice the thickness of the pavement beyond the edges of the pavement. Unless otherwise specified, the sheeting shall be maintained in place for 7 days after the concrete has been placed.

**c. Waterproof Paper.** The top surface and sides of the pavement shall be entirely covered with waterproofed paper. The units shall be lapped at least 18 inches (457 mm). The paper shall be placed and weighted to cause it to remain in contact with the surface covered. The paper shall have dimensions that will extend at least twice the thickness of the pavement beyond the edges of the slab. The surface of the pavement shall be thoroughly saturated prior to placing of the paper. Unless otherwise specified, the paper shall be maintained in place for 7 days after the concrete has been placed.

**d. White Burlap-Polyethylene Sheets.** The surface of the pavement shall be entirely covered with the sheeting. The sheeting used shall be such length (or width) that it will extend at least twice the thickness of the pavement beyond the edges of the slab. The sheeting shall be placed so that the entire surface and both edges of the slab are completely covered. The sheeting shall be placed and weighted to remain in contact with the surface covered, and the covering shall be maintained fully saturated and in position for 7 days after the concrete has been placed.

**(1) Curing in Cold Weather.** The concrete shall be maintained at a temperature of at least 50 degrees F (10 degrees C) for a period of 72 hours after placing and at a temperature above freezing for the remainder of the curing time. The Contractor shall be responsible for the quality and strength of the concrete placed during cold weather, and any concrete injured by frost action shall be removed and

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replaced at the Contractor's expense.

**e. Water Method.** The entire area shall be covered with burlap or other water absorbing material. The material shall be of sufficient thickness to retain water for adequate curing without excessive runoff. The material shall be kept wet at all times and maintained for 7 days. When the forms are stripped, the vertical walls shall also be kept moist. It shall be the responsibility of the Contractor to prevent ponding of the curing water on the subbase."

**501-4.15 REMOVING FORMS.** Unless otherwise specified, forms shall not be removed from freshly placed concrete until it has hardened sufficiently to permit removal without chipping, spalling, or tearing. After the forms have been removed, the sides of the slab shall be cured as outlined in one of the methods indicated in paragraph 501-4.14. Major honeycombed areas shall be considered as defective work and shall be removed and replaced in accordance with paragraph 501-5.2(f).

**501-4.16 SEALING JOINTS.** The joints in the pavement shall be sealed in accordance with Item P-605.

**501-4.17 PROTECTION OF PAVEMENT.** The Contractor shall protect the pavement and its appurtenances against both public traffic and traffic caused by the Contractor's employees and agents. This shall include watchmen to direct traffic and the erection and maintenance of warning signs, lights, pavement bridges, crossovers, and protection of unsealed joints from intrusion of foreign material, etc. Any damage to the pavement occurring prior to final acceptance shall be repaired or the pavement replaced at the Contractor's expense. The Contractor shall have available at all times, materials for the protection of the edges and surface of the unhardened concrete. Such protective materials shall consist of rolled polyethylene sheeting at least 4 mils (0.1 mm) thick of sufficient length and width to cover the plastic concrete slab and any edges. The sheeting may be mounted on either the paver or a separate movable bridge from which it can be unrolled without dragging over the plastic concrete surface. When rain appears imminent, all paving operations shall stop and all available personnel shall begin covering the surface of the unhardened concrete with the protective covering.

**501-4.18 OPENING TO TRAFFIC.** The pavement shall not be opened to traffic until test specimens molded and cured in accordance with ASTM C 31 have attained a flexural strength of 550 pounds per square inch (3,792 kPa) when tested in accordance with ASTM C 78. If such tests are not conducted, the pavement shall not be opened to traffic until 14 days after the concrete was placed. Prior to opening the pavement to construction traffic, all joints shall either be sealed or protected from damage to the joint edge and intrusion of foreign materials into the joint. As a minimum, backer rod or tape may be used to protect the joints from foreign matter intrusion. The pavement shall be cleaned before opening for normal operations.

**501-4.19 REPAIR, REMOVAL, REPLACEMENT OF SLABS.**

**a. General.** New pavement slabs that are broken or contain cracks shall be removed and replaced or repaired, as specified hereinafter at no cost to the owner. Spalls along joints shall be repaired as specified. Removal of partial slabs is not permitted. Removal and replacement shall be full depth, shall be full width of the slab, and the limit of removal shall be normal to the paving lane and to each original transverse joint. The engineer 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 4-inch (100 mm) 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 owner. All epoxy resin used in this work shall conform to ASTM C 881, Type V.

**b. Shrinkage Cracks.** Shrinkage cracks, which do not exceed 4 inches in depth, shall be cleaned and then pressure injected with epoxy resin, Type IV, Grade 1, using procedures as approved. Care shall

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be taken to assure that the crack is not widened during epoxy resin injection. All epoxy resin injection shall take place in the presence of the Engineer. Shrinkage cracks, which exceed 4 inches in depth, shall be treated as full depth cracks in accordance with paragraphs 4.19b and 4.19c.

**c. Slabs With Cracks through Interior Areas.** Interior area is defined as that area more than 6 inches (600 mm) from either adjacent original transverse joint. The full slab shall be removed and replaced at no cost to the owner, when there are any full depth cracks, or cracks greater than 4" in depth, that extend into the interior area.

**d. Cracks Close To and Parallel To Joints.** All cracks essentially parallel to original joints, extending full depth of the slab, and lying wholly within 6 inches either side of the joint shall be treated as specified hereinafter. Any crack extending more than 6 inches (600 mm) from the joint shall be treated as specified above in subparagraph "Slabs With Cracks Through Interior Area."

**(1) Full Depth Cracks Present, Original Joint Not Opened.** When the original uncracked joint has not opened, the crack shall be sawed and sealed, and the original joint filled with epoxy resin as specified below. The crack shall be sawed with equipment specially designed to follow random cracks. The reservoir for joint sealant in the crack shall be formed by sawing to a depth of 3/4 inch (19 mm), plus or minus 1/16 inch (1.6 mm), and to a width of 5/8 inch (16 mm), plus or minus 1/8 inch (3.2 mm). 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. Installation of joint seal shall be as specified for sealing joints or as directed. 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 type material 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 paving lane and then intersects and follows the original joint which is cracked only for the remainder of the width, it shall be treated as specified above for a parallel crack, and the cracked original joint shall be prepared and sealed as originally designed.

**(2) Full Depth Cracks Present, Original Joint Also Cracked.** At a joint, if there is any place in the lane width where a parallel crack and a cracked portion of the original joint overlap, the entire slab containing the crack shall be removed and replaced for the full lane width and length.

**e. 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 24 inches (150 mm) from the edge if only keys are present, or just beyond the end of the dowels or tie bars if they are present. These joints shall then be carefully sawed on the joint line to within 1 inch (25 mm) 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 (14 kg) 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 not abrupt offset in any direction greater than 1/2 inch (12 mm) and no gradual offset greater than 1 inch (25 mm) when tested in a horizontal direction with a 12-foot (3.6 m) straightedge.

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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 (37 and 100 mm) 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 (100 mm) 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. 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 4 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 (unless it is stabilized) shall be re-compacted and shaped as specified in the appropriate SECTION of these specifications. 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.

**f. Repairing Spalls Along Joints.** Where directed, spalls along joints of new slabs, and along parallel cracks used as replacement joints, shall be repaired by first making a vertical saw cut at least 1 inch (25 mm) outside the spalled area and to a depth of at least 2 inches (50 mm). 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 1/2 inch (12 mm) 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 of epoxy resin, Type III, Grade I, 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. Pooling of epoxy resin shall be avoided. The cavity shall be filled with low slump Portland cement concrete or mortar or with epoxy resin concrete or mortar. Concrete shall be used for larger spalls, generally those more than 1/2 cu. ft. (0.014 m<sup>3</sup>) in size, and mortar SHALL BE USED FOR THE SMALLER ONES. ANY SPALL LESS THAN 0.1 CU. FT. (0.003 m<sup>3</sup>) shall be repaired only with epoxy resin mortar or a Grade III epoxy resin. Portland cement concrete and mortar mixtures shall be proportioned as directed and shall be mixed, placed, consolidated, and cured 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 Engineer. The epoxy resin materials shall be placed in the cavity in layers not over 2 inches (50 mm) thick. The time interval between placement of additional layers shall be such that the temperature of the epoxy resin material does not exceed 140oF (60oC) 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 sealed with the sealer specified for the joints. If any spall penetrates half the depth of the slab or more, the entire slab shall be removed and replaced as previously specified.

#### 501-4.20 EXISTING CONCRETE PAVEMENT REMOVAL AND REPAIR.

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.

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**a. Removal of Existing Pavement Slab.**

When it is necessary to remove existing concrete pavement and leave adjacent concrete in place, unless there are dowels or keys present, 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 6 inches (150 mm) 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 (25 mm) 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 (600 mm) from the joint and at least 12 inches (300 mm) from the end of any dowels. All pavement between this last saw cut and the joint line shall be carefully broken up and removed using hand-held jackhammers, 30 lb. (14 kg) or less, or the 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. Where dowels or keys are present, care shall be taken to produce an even, vertical joint face below the dowels or keys. 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 Owner. 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". The joint face shall be sawed or otherwise trimmed so that there is no abrupt offset in any direction greater than 1/2-inch (12 mm) and no gradual offset greater than 1 inch (25 mm) when tested in a horizontal direction with a 12 ft. (3.6 m) straightedge.

**b. Edge Repair.**

The edge of existing concrete pavement against which new pavement abuts shall be protected from damage at all times. Areas that are damaged during construction shall be repaired at not cost to the Owner; repair of previously existing damage areas **will be considered a subsidiary part of concrete pavement construction.**

**(1) Spall Repair.** Spalls shall be repaired where indicated and where directed. Repair materials and procedures shall be as previously specified in subparagraph "Repairing Spalls Along Joints."

**(2) Underbreak Repair.** All underbreak shall be repaired. First, all delaminated and loose material shall be carefully removed. Next, the underlying material shall be recompact, without addition of any new material. Finally, the void shall be completely filled with paving concrete, 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.

**(3) Underlying Material.** The underlying material adjacent to the edge of an 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 material shall be kept in place outside the joint line to prevent disturbance (or sloughing) of material under the pavement that 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 in paragraph "Underbreak Repair." The underlying material outside the joint line shall be thoroughly compacted and moist when new concrete is placed.

## MATERIAL ACCEPTANCE

**501-5.1 ACCEPTANCE SAMPLING AND TESTING.** All acceptance sampling and testing, with the

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exception of coring for thickness determination, necessary to determine conformance with the requirements specified in this section will be performed by the Engineer. Concrete shall be accepted for strength and thickness on a lot basis.

A lot shall consist of:

**a day's production not to exceed 2,000 square yards (1,670 square meters).**

Testing organizations performing these tests shall meet the requirements of ASTM C 1077, including accreditation. The accreditation will include ASTM C 78. The Contractor shall bear the cost of providing curing facilities for the strength specimens, per paragraph 501-5.1a(3), and coring and filling operations, per paragraph 501-5.1b(1).

**a. Flexural Strength.**

**(1) Sampling.** Each lot shall be divided into four equal sublots. One sample shall be taken for each subplot from the plastic concrete delivered to the job site. Sampling locations shall be determined by the Engineer in accordance with random sampling procedures contained in ASTM D 3665. The concrete shall be sampled in accordance with ASTM C 172.

**(2) Testing.** Two (2) specimens shall be made from each sample. Specimens shall be made in accordance with ASTM C 31 and the flexural strength of each specimen shall be determined in accordance with ASTM C 78. The flexural strength for each subplot shall be computed by averaging the results of the two test specimens representing that subplot.

**Immediately prior to testing for flexural strength, the beam shall be weighed and measured for determination of a sample unit weight. Measurements shall be made for each dimension; height, depth, and length, at the mid-point of the specimen and reported to the nearest tenth of an inch. The weight of the specimen shall be reported to the nearest 0.1 pound. The sample unit weight shall be calculated by dividing the sample weight by the calculated volume of the sample. This information shall be reported as companion information to the measured flexural strength for each specimen.**

The samples will be transported while in the molds. The curing, except for the initial cure period, will be accomplished using the immersion in saturated lime water method.

Slump, air content, and temperature tests will also be conducted by the quality assurance laboratory for each set of strength test samples, per ASTM C 31.

**(3) Curing.** The Contractor shall provide adequate facilities for the initial curing of beams. During the 24 hours after molding, the temperature immediately adjacent to the specimens must be maintained in the range of 60 to 80 degrees F (16 to 27 degrees C), and loss of moisture from the specimens must be prevented. The specimens may be stored in tightly constructed wooden boxes, damp sand pits, temporary buildings at construction sites, under wet burlap in favorable weather, or in heavyweight closed plastic bags, or using other suitable methods, provided the temperature and moisture loss requirements are met.

**(4) Acceptance.** Acceptance of pavement for flexural strength will be determined by the Engineer in accordance with paragraph 501-5.2b.

**b. Pavement Thickness.**

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**(1) Sampling.** Each lot shall be divided into four equal sublots and one core **shall be taken by the Contractor** for each subplot. Sampling locations shall be determined by the Engineer in accordance with random sampling procedures contained in ASTM D 3665. Areas, such as thickened edges, with planned variable thickness, shall be excluded from sample locations.

Cores shall be neatly cut with a core drill. The Contractor shall furnish all tools, labor, and materials for cutting samples and filling the cored hole. Core holes shall be filled by the Contractor with a non-shrink grout approved by the Engineer within one day after sampling.

**(2) Testing.** The thickness of the cores shall be determined by the Engineer by the average caliper measurement in accordance with ASTM C 174.

**(3) Acceptance.** Acceptance of pavement for thickness shall be determined by the Engineer in accordance with paragraph 501-5.2c.

**c. Partial Lots.** When operational conditions cause a lot to be terminated before the specified number of tests have been made for the lot, or when the Contractor and Engineer agree in writing to allow overages or minor placements to be considered as partial lots, the following procedure will be used to adjust the lot size and the number of tests for the lot.

Where three sublots have been produced, they shall constitute a lot. Where one or two sublots have been produced, they shall be incorporated into the next lot or the previous lot and the total number of sublots shall be used in the acceptance criteria calculation, i.e., n=5 or n=6.

**d. Outliers.** All individual flexural strength tests within a lot shall be checked for an outlier (test criterion) in accordance with ASTM E 178, at a significance level of 5 percent. Outliers shall be discarded, and the PWL shall be determined using the remaining test values.

**501-5.2 ACCEPTANCE CRITERIA.**

**a. General.** Acceptance will be based on the following characteristics of the completed pavement:

- |                              |                                |
|------------------------------|--------------------------------|
| <b>(1)</b> Flexural strength | <b>(4)</b> Grade               |
| <b>(2)</b> Thickness         | <b>(5)</b> Edge slump          |
| <b>(3)</b> Smoothness        | <b>(6)</b> Dowel bar alignment |

Flexural strength and thickness shall be evaluated for acceptance on a lot basis using the method of estimating percentage of material within specification limits (PWL). Acceptance using PWL considers the variability (standard deviation) of the material and the testing procedures, as well as the average (mean) value of the test results to calculate the percentage of material that is above the lower specification tolerance limit (L).

Acceptance for flexural strength will be based on the criteria contained in accordance with paragraph 501-5.2e(1). Acceptance for thickness will be based on the criteria contained in paragraph 501-5.2e(2). Acceptance for smoothness will be based on the criteria contained in paragraph 501-5.2e(3). Acceptance for grade will be based on the criteria contained in paragraph 501-5.2e(4).

The Engineer may at any time, notwithstanding previous plant acceptance, reject and require the Contractor to dispose of any batch of concrete mixture which is rendered unfit for use due to contamination, segregation, or improper slump. Such rejection may be based on only visual inspection.

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In the event of such rejection, the Contractor may take a representative sample of the rejected material in the presence of the Engineer, and if it can be demonstrated in the laboratory, in the presence of the Engineer, that such material was erroneously rejected, payment will be made for the material at the contract unit price.

**b. Flexural Strength.** Acceptance of each lot of in-place pavement for flexural strength shall be based on PWL. The Contractor shall target production quality to achieve 90 PWL or higher.

**c. Pavement Thickness.** Acceptance of each lot of in-place pavement shall be based on PWL. The Contractor shall target production quality to achieve 90 PWL or higher.

**d. Percentage of Material Within Limits (PWL).** The percentage of material within limits (PWL) shall be determined in accordance with procedures specified in Section 110 of the General Provisions.

The lower specification tolerance limit (L) for flexural strength and thickness shall be:

**Lower Specification Tolerance Limit (L)**

Flexural Strength	$0.93 \times$ strength specified in paragraph 501-3.1
Thickness	Lot Plan Thickness in inches – 0.50 inches

**e. Acceptance Criteria.**

**(1) Flexural Strength.** If the PWL of the lot equals or exceeds 90 percent, the lot shall be acceptable. Acceptance and payment for the lot shall be determined in accordance with paragraph 501-8.1.

**(2) Thickness.** If the PWL of the lot equals or exceeds 90 percent, the lot shall be acceptable. Acceptance and payment for the lot shall be determined in accordance with paragraph 501-8.1.

**(3) Smoothness.** As soon as the concrete has hardened sufficiently, the pavement surface shall be tested with a 16-foot (5 m) straightedge or other specified device. Surface smoothness deviations shall not exceed 1/4 inch (6 mm) from a 16-foot (5 m) straightedge placed in any direction, including placement along and spanning any pavement joint edge.

Areas in a slab showing high spots of more than 1/4 inch (6 mm) but not exceeding 1/2 inch (13 mm) in 16 feet (5 m) shall be marked and immediately ground down with an approved grinding machine to an elevation that will fall within the tolerance of 1/4 inch (6 mm) or less. Where the departure from correct cross section exceeds 1/2 inch (13 mm), the pavement shall be removed and replaced at the expense of the Contractor when so directed by the Engineer.

**(4) Grade.** An evaluation of the surface grade shall be made by the Engineer for compliance to the tolerances contained below. Records shall be maintained showing all grade measurements.

**Lateral Deviation.** Lateral deviation from established alignment of the pavement edge shall not exceed plus or minus 0.10 foot (30 mm) in any lane.

**Vertical Deviation.** Vertical deviation from established grade shall not exceed plus or minus 0.04 foot (12 mm) at any point.

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**(5) Edge Slump.** When slip-form paving is used, not more than 15 percent of the total free edge of each 500 foot (150 m) segment of pavement, or fraction thereof, shall have an edge slump exceeding 1/4-inch (6 mm), and none of the free edge of the pavement shall have an edge slump exceeding 3/8-inch (10 mm). (The total free edge of 500 feet (150 m) of pavement will be considered the cumulative total linear measurement of pavement edge originally constructed as nonadjacent to any existing pavement; i.e., 500 feet (150 m) of paving lane originally constructed as a separate lane will have 1,000 feet (300 m) of free edge, 500 feet (150 m) 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 be limited to not more than 18 inches (457 mm) from the edge. When excessive edge slump cannot be corrected before the concrete has hardened, the area with excessive edge slump shall be removed and replaced at the expense of the Contractor when so directed by the Engineer.

**(6) Dowel Bar Alignment.** Dowel bars and assemblies shall be checked for position and alignment. The maximum permissible tolerance on dowel bar alignment in each plane, horizontal and vertical, shall not exceed 2 percent or 1/4 inch per foot (20 mm per meter) of a dowel bar. Vertical alignment of dowels shall be measured parallel to the designed top surface of the pavement, except for those across the crown or other grade change joints. Dowels across crowns and other joints at grade changes, shall be measured to a level surface. Horizontal alignment shall be checked perpendicular to the joint edge.

**f. Removal and Replacement of Concrete.** Any area or section of concrete that is removed and replaced shall be removed and replaced back to planned joints. The Contractor shall replace damaged dowels and the requirements for doweled longitudinal construction joints in paragraph 501-4.10 shall apply to all contraction joints exposed by concrete removal. Removal and replacement shall be in accordance with paragraph 501-4.19 of this specification.

CONTRACTOR QUALITY CONTROL

**501-6.1 QUALITY CONTROL PROGRAM.** The Contractor shall develop a Quality Control Program in accordance with Section 100 of the General Provisions. The program shall address all elements that effect the quality of the pavement including but not limited to:

- |                         |                              |                                     |
|-------------------------|------------------------------|-------------------------------------|
| a. Mix Design           | e. Proportioning             | i. Dowel Placement and Alignment    |
| b. Aggregate Gradation  | f. Mixing and Transportation | j. Flexural or Compressive Strength |
| c. Quality of Materials | g. Placing and Consolidation | k. Finishing and Curing             |
| d. Stockpile Management | h. Joints                    | l. Surface Smoothness               |

**501-6.2 QUALITY CONTROL TESTING.** The Contractor shall perform all quality control tests necessary to control the production and construction processes applicable to this specification and as set forth in the Quality Control Program. The testing program shall include, but not necessarily be limited to, tests for aggregate gradation, aggregate moisture content, slump, and air content.

A Quality Control Testing Plan shall be developed as part of the Quality Control Program.

**a. Fine Aggregate.**

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ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT

**(1) Gradation.** A sieve analysis shall be made at least twice daily in accordance with ASTM C 136 from randomly sampled material taken from the discharge gate of storage bins or from the conveyor belt.

**(2) Moisture Content.** If an electric moisture meter is used, at least two direct measurements of moisture content shall be made per week to check the calibration. If direct measurements are made in lieu of using an electric meter, two tests shall be made per day. Tests shall be made in accordance with ASTM C 70 or ASTM C 566.

**b. Coarse Aggregate.**

**(1) Gradation.** A sieve analysis shall be made at least twice daily for each size of aggregate. Tests shall be made in accordance with ASTM C 136 from randomly sampled material taken from the discharge gate of storage bins or from the conveyor belt.

**(2) Moisture Content.** If an electric moisture meter is used, at least two direct measurements of moisture content shall be made per week to check the calibration. If direct measurements are made in lieu of using an electric meter, two tests shall be made per day. Tests shall be made in accordance with ASTM C 566.

**c. Slump.** Four slump tests shall be performed for each lot of material produced in accordance with the lot size defined in Section 501-5.1. One test shall be made for each subplot. Slump tests shall be performed in accordance with ASTM C 143 from material randomly sampled from material discharged from trucks at the paving site. Material samples shall be taken in accordance with ASTM C 172.

**d. Air Content.** Four air content tests, shall be performed for each lot of material produced in accordance with the lot size defined in Section 501-5.1. One test shall be made for each subplot. Air content tests shall be performed in accordance with ASTM C 231 for gravel and stone coarse aggregate and ASTM C 173 for slag or other porous coarse aggregate, from material randomly sampled from trucks at the paving site. Material samples shall be taken in accordance with ASTM C 172.

**e.** Four unit weight and yield tests shall be made in accordance with ASTM C 138. The samples shall be taken in accordance with ASTM C 172 and at the same time as the air content tests.

**501-6.3 CONTROL CHARTS.** The Contractor shall maintain linear control charts for fine and coarse aggregate gradation, slump, and air content.

Control charts shall be posted in a location satisfactory to the Engineer and shall be kept up to date at all times. As a minimum, the control charts shall identify the project number, the contract item number, the test number, each test parameter, the Action and suspension Limits, or Specification limits, applicable to each test parameter, and the Contractor's test results. The Contractor shall use the control charts as part of a process control system for identifying potential problems and assignable causes before they occur. If the Contractor's projected data during production indicates a potential problem and the Contractor is not taking satisfactory corrective action, the Engineer may halt production or acceptance of the material.

**a. Fine and Coarse Aggregate Gradation.** The Contractor shall record the running average of the last five gradation tests for each control sieve on linear control charts. Specification limits contained in Tables 1 and 2 shall be superimposed on the Control Chart for job control.

**b. Slump and Air Content.** The Contractor shall maintain linear control charts both for individual measurements and range (i.e. difference between highest and lowest measurements) for slump and air content in accordance with the following Action and Suspension Limits.

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ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT

<b>CONTROL CHART LIMITS</b>			
Control Parameter	Individual Measurements		Range Suspension Limit
	Action Limit	Suspension Limit	
<b>Slip Form:</b>			
Slump	+0 to -1 inch (0-25mm)	+0.5 to -1.5 inch (13-38mm)	+/- 1.5 inch (38 mm)
Air Content	+/- 1.2%	+/- 1.8%	+/- 2.5%
<b>Fixed Form</b>			
Slump	+ 0.5 to -1 inch (13-25mm)	+1 to -1.5 inch (25-38mm)	+/- 1.5 inch (38mm)
Air Content	+/- 1.2%	+/- 1.8%	+/- 2.5%

The individual measurement control charts shall use the mix design target values as indicators of central tendency.

**501-6.4 CORRECTIVE ACTION.** The Contractor Quality Control Program shall indicate that appropriate action shall be taken when the process is believed to be out of control. The Contractor Quality Control Program shall detail what action will be taken to bring the process into control and shall contain sets of rules to gauge when a process is out of control. As a minimum, a process shall be deemed out of control and corrective action taken if any one of the following conditions exists.

**a. Fine and Coarse Aggregate Gradation.** When two consecutive averages of five tests are outside of the Tables 1 or 2 specification limits, immediate steps, including a halt to production, shall be taken to correct the grading.

**b. Fine and Coarse Aggregate Moisture Content.** Whenever the moisture content of the fine or coarse aggregate changes by more than 0.5 percent, the scale settings for the aggregate batcher(s) and water batcher shall be adjusted.

**c. Slump.** The Contractor shall halt production and make appropriate adjustments whenever:

- (1) one point falls outside the Suspension Limit line for individual measurements or range; or
- (2) two points in a row fall outside the Action Limit line for individual measurements.

**d. Air Content.** The Contractor shall halt production and adjust the amount of air-entraining admixture whenever:

- (1) one point falls outside the Suspension Limit line for individual measurements or range; or
- (2) two points in a row fall outside the Action Limit line for individual measurements.

Whenever a point falls outside the Action Limits line, the air-entraining admixture dispenser shall be calibrated to ensure that it is operating correctly and with good reproducibility.

METHOD OF MEASUREMENT

**501-7.1** Portland cement concrete pavement shall be measured by the number of **square yards** of either plain or reinforced pavement as specified in-place, completed and accepted. Saw-cut grooving shall be measured by the number of square yards (square meters) of saw-cut grooving as specified in-place, completed and accepted.

BASIS OF PAYMENT

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STANDARD SPECIFICATIONS SECTION 31 32 15

ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT

**501-8.1 PAYMENT.** Payment for accepted concrete pavement shall be made at the contract unit price **per square yard** adjusted in accordance with paragraph 501-8.1a, subject to the limitation that:

The total project payment for concrete pavement shall not exceed 106 percent of the product of the contract unit price and the total number of **square yards** of concrete pavement used in the accepted work (See Note 2 under Table 3).

Payment shall be full compensation for all labor, materials, tools, equipment, and incidentals required to complete the work as specified herein and on the drawings, except for saw-cut grooving.

**a. Basis of Adjusted Payment.** The pay factor for each individual lot shall be calculated in accordance with Table 3. A pay factor shall be calculated for both flexural strength and thickness. The lot pay factor shall be the higher of the two values when calculations for both flexural strength and thickness are 100 percent or higher. The lot pay factor shall be the product of the two values when only one of the calculations for either flexural strength or thickness is 100 percent or higher. The lot pay factor shall be the lower of the two values when calculations for both flexural strength and thickness are less than 100 percent.

**TABLE 3. PRICE ADJUSTMENT SCHEDULE <sup>1</sup>**

Percentage of Material Within Specification Limits (PWL)	Lot Pay Factor (Percent of Contract Unit Price)
96 – 100	106
90 – 95	PWL + 10
75 – 90	0.5PWL + 55
55 – 74	1.4PWL – 12
Below 55	Reject <sup>2</sup>

<sup>1</sup> ALTHOUGH IT IS THEORETICALLY POSSIBLE TO ACHIEVE A PAY FACTOR OF 106 PERCENT FOR EACH LOT, ACTUAL PAYMENT IN EXCESS OF 100 PERCENT SHALL BE SUBJECT TO THE TOTAL PROJECT PAYMENT LIMITATION SPECIFIED IN PARAGRAPH 501-8.1.

<sup>2</sup> The lot shall be removed and replaced. However, the Engineer may decide to allow the rejected lot to remain. In that case, if the Engineer and Contractor agree in writing that the lot shall not be removed, it shall be paid for at 50 percent of the contract unit price AND THE TOTAL PROJECT PAYMENT LIMITATION SHALL BE REDUCED BY THE AMOUNT WITHHELD FOR THE REJECTED LOT.

For each lot accepted, the adjusted contract unit price shall be the product of the lot pay factor for the lot and the contract unit price. Payment shall be subject to the total project payment limitation specified in paragraph 501-8.1. Payment in excess of 100 percent for accepted lots of concrete pavement shall be used to offset payment for accepted lots of concrete pavement that achieve a lot pay factor less than 100 percent.

**b. Payment.** Payment shall be made under:

Item P501-8.1 Portland Cement Concrete Pavement, 18-Inch — per square yard

TESTING REQUIREMENTS

STANDARD SPECIFICATIONS SECTION 31 32 15

ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT

ASTM C 31	Making and Curing Concrete Test Specimens in the Field
ASTM C 39	Compressive Strength of Cylindrical Concrete Specimens
ASTM C 70	Surface Moisture in Fine Aggregate
ASTM C 78	Test for Flexural Strength of Concrete (Using Simple Beam with Third-Point Loading)
ASTM C 88	Test for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM C 131	Test for Resistance to Abrasion of Small Size Coarse Aggregate by Use of the Los Angeles Machine
ASTM C 136	Sieve Analysis of Fine and Coarse Aggregates
ASTM C 138	Test for Density (Unit Weight), Yield, and Air Content (Gravimetric) of Concrete
ASTM C 143	Test for Slump of Hydraulic Cement Concrete
ASTM C 172	Sampling Freshly Mixed Concrete
ASTM C 173	Test for Air Content of Freshly Mixed Concrete by the Volumetric Method
ASTM C 174	Measuring Thickness of Concrete Elements Using Drilled Concrete Cores
ASTM C 227	Potential Alkali Reactivity of Cement-Aggregate Combinations (Mortar-Bar Method)
ASTM C 231	Test for Air Content of Freshly Mixed Concrete by the Pressure Method
ASTM C 289	Potential Alkali-Silica Reactivity of Aggregates (Chemical Method)
ASTM C 295	Petrographic Examination of Aggregates for Concrete
ASTM C 114	Chemical Analysis of Hydraulic Cement
ASTM C 535	Test for Resistance to Degradation of Large-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C 566	Total Evaporable Moisture Content of Aggregates by Drying
ASTM C 642	Test for Density, Absorption, and Voids in Hardened Concrete
ASTM C 666	Resistance of Concrete to Rapid Freezing and Thawing
ASTM C 1077	Standard Practice for Laboratories Testing Concrete and Concrete Aggregates for Use in Construction And Criteria for Laboratory Evaluation
ASTM C 1260	Potential Alkali Reactivity of Aggregates (Mortar-Bar Method)
ASTM D 3665	Random Sampling of Paving Materials

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STANDARD SPECIFICATIONS SECTION 31 32 15

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ASTM D 4791	Test Method for Flat or Elongated Particles in Coarse Aggregate
ASTM E 178	Practice for Dealing With Outlying Observations
ASTM E 1274	Test for Measuring Pavement Roughness Using a Profilograph
AASHTO T 26	Quality of Water to be Used in Concrete

MATERIAL REQUIREMENTS

ASTM A 184	Specification for Fabricated Deformed Steel Bar Mats for Concrete Reinforcement
ASTM A 185	Specification for Steel Welded Wire Fabric, Plain, for Concrete Reinforcement
ASTM A 497	Specification for Steel Welded Wire Fabric, Deformed, for Concrete Reinforcement
ASTM A 615	Specification for Deformed and Plain Billet-Steel Bars for Concrete Reinforcement
ASTM A 704	Specification for Welded Steel Plain Bar or Rod Mats for Concrete Reinforcement
ASTM A 714	Specification for High-Strength Low-Alloy Welded and Seamless Steel Pipe
ASTM A 996	Specification for Rail-Steel and Axle Steel Deformed Bars for Concrete Reinforcement
ASTM C 33	Specification for Concrete Aggregates
ASTM C 94	Specification for Ready-Mixed Concrete
ASTM C 150	Specification for Portland Cement
ASTM C 171	Specification for Sheet Materials for Curing Concrete
ASTM C 260	Specification for Air-Entraining Admixtures for Concrete
ASTM C 309	Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM C 494	Specification for Chemical Admixtures for Concrete
ASTM C 595	Specification for Blended Hydraulic Cements
ASTM C 618	Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use as a Mineral Admixture in Concrete
ASTM C 881	Specification for Epoxy-Resin Base Bonding System for Concrete
ASTM C 989	Specification for Ground Granulated Blast-Furnace Slag for Use in Concrete and Mortars
ASTM D 1751	Specification for Preformed Expansion Joint Filler for Concrete Paving and Structural Construction (Nonextruding and Resilient Bituminous Types)

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ITEM P-501 PORTLAND CEMENT CONCRETE PAVEMENT

ASTM D 1752 Specification for Preformed Sponge Rubber and Cork Expansion Joint Fillers for Concrete Paving And Structural Construction

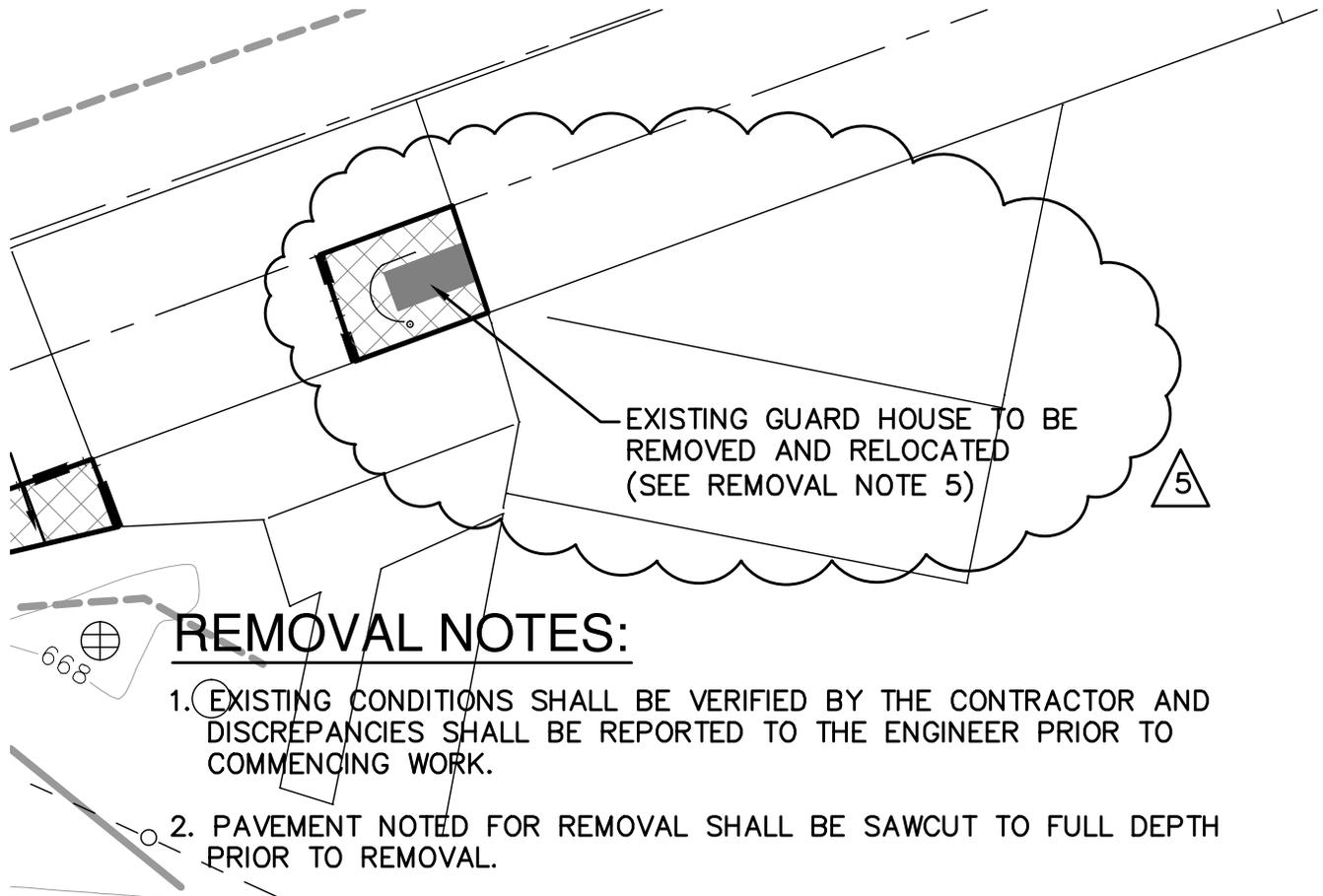
ACI 305R Hot Weather Concreting

ACI 306R Cold Weather Concreting

ACI 309 Guide for Consolidation of Concrete

MIL-DTL-24441/20a(1999)\_Paint, Epoxy-Polyamide, Green Primer, Formula 150, Type III  
Department of Defense

END OF SECTION



**REMOVAL NOTES:**

1. EXISTING CONDITIONS SHALL BE VERIFIED BY THE CONTRACTOR AND DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER PRIOR TO COMMENCING WORK.
2. PAVEMENT NOTED FOR REMOVAL SHALL BE SAWCUT TO FULL DEPTH PRIOR TO REMOVAL.
3. CONTRACTOR IS RESPONSIBLE FOR SECURING THE JOB SITE. CONTRACTOR SHALL SUBMIT A PLAN DETAILING PROPOSED METHOD OF SECURING JOB SITE TO THE AIRPORT FOR REVIEW AND APPROVAL PRIOR TO COMMENCEMENT OF WORK IN THIS AREA.
4. CONTRACTOR SHALL BE ALLOWED TO CLOSE A SINGLE LANE OF TRAFFIC AT ONE TIME. CONTRACTOR SHALL KEEP A LANE OF TRAFFIC OPEN AT ALL TIMES.

5. CONTRACTOR SHALL COORDINATE THE TIMING OF REMOVAL OF THE EXISTING GUARD HOUSE WITH THE CONSTRUCTION MANAGER. CONTRACTOR SHALL MOVE THE EXISTING GUARD HOUSE TO THE SOUTH MAINTENANCE SHOP AT 5800 S. HOWELL AVENUE. CONTRACTOR WILL BE REQUIRED TO MOVE THE GUARD HOUSE ON A FLAT BED TRAILER. THE GUARD HOUSE IS CURRENTLY FITTED WITH LIFTING RINGS, BUT CONTRACTOR MAY ADD MORE IF DEEMED NECESSARY AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL NOT USE A FORK LIFT TO LIFT GUARD HOUSE ONTO FLAT BED TRAILER. CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE GUARD HOUSE WHILE MOVING AND DURING CONSTRUCTION. CONTRACTOR SHALL REPAIR ANY DAMAGES TO THE ACCEPTANCE OF THE OWNER AT NO ADDITIONAL COST.

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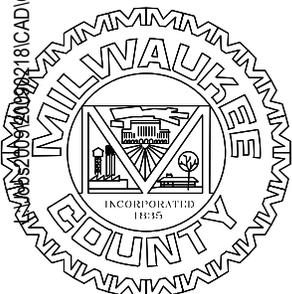
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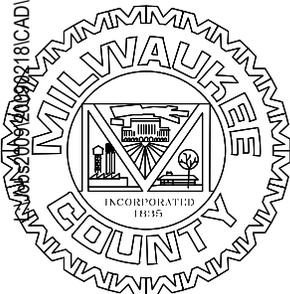
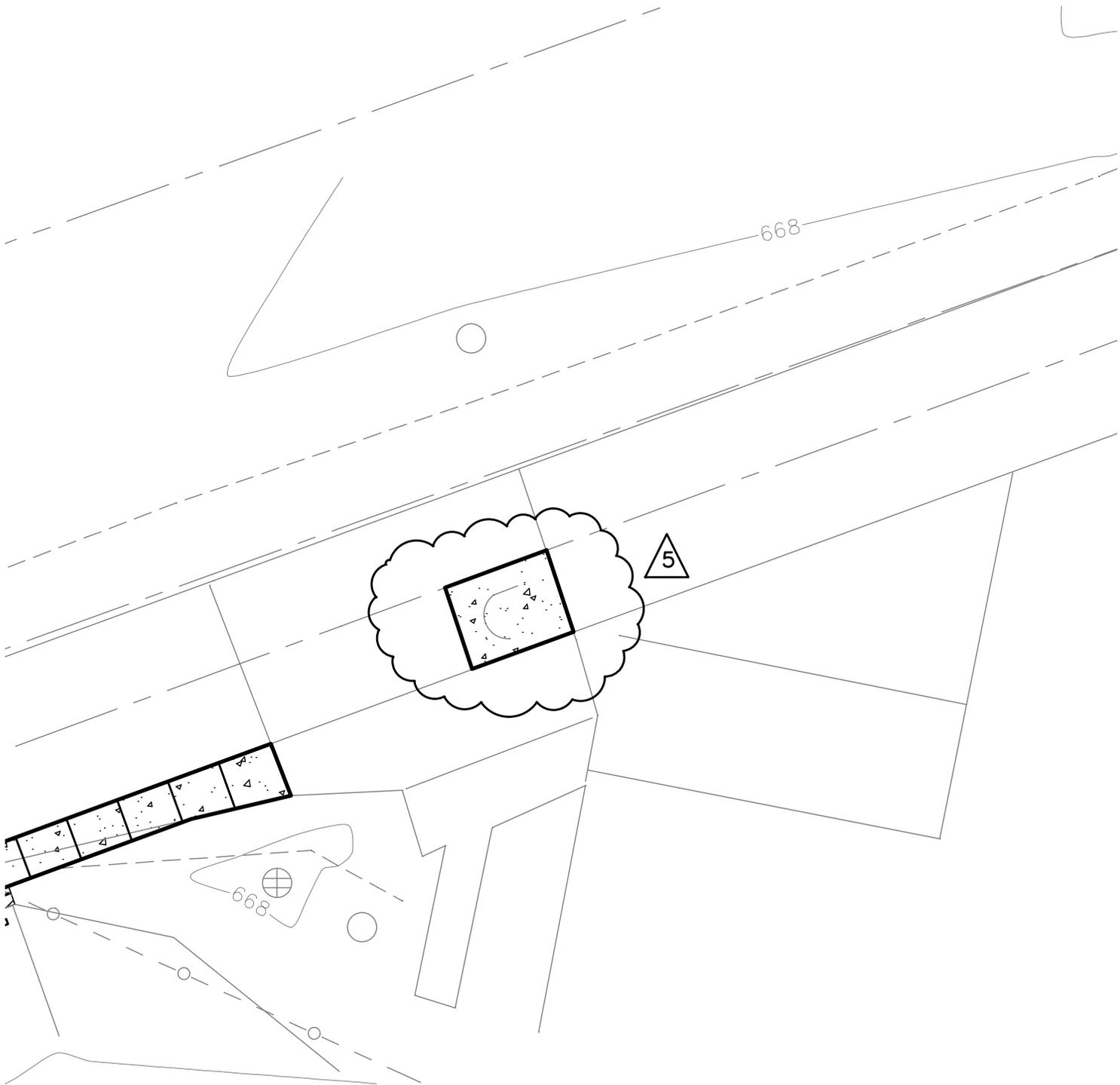
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ADDENDUM # 05

**C201A**



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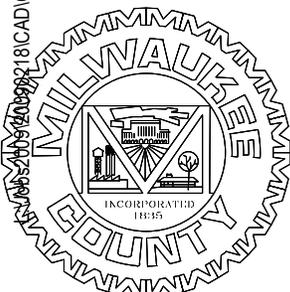
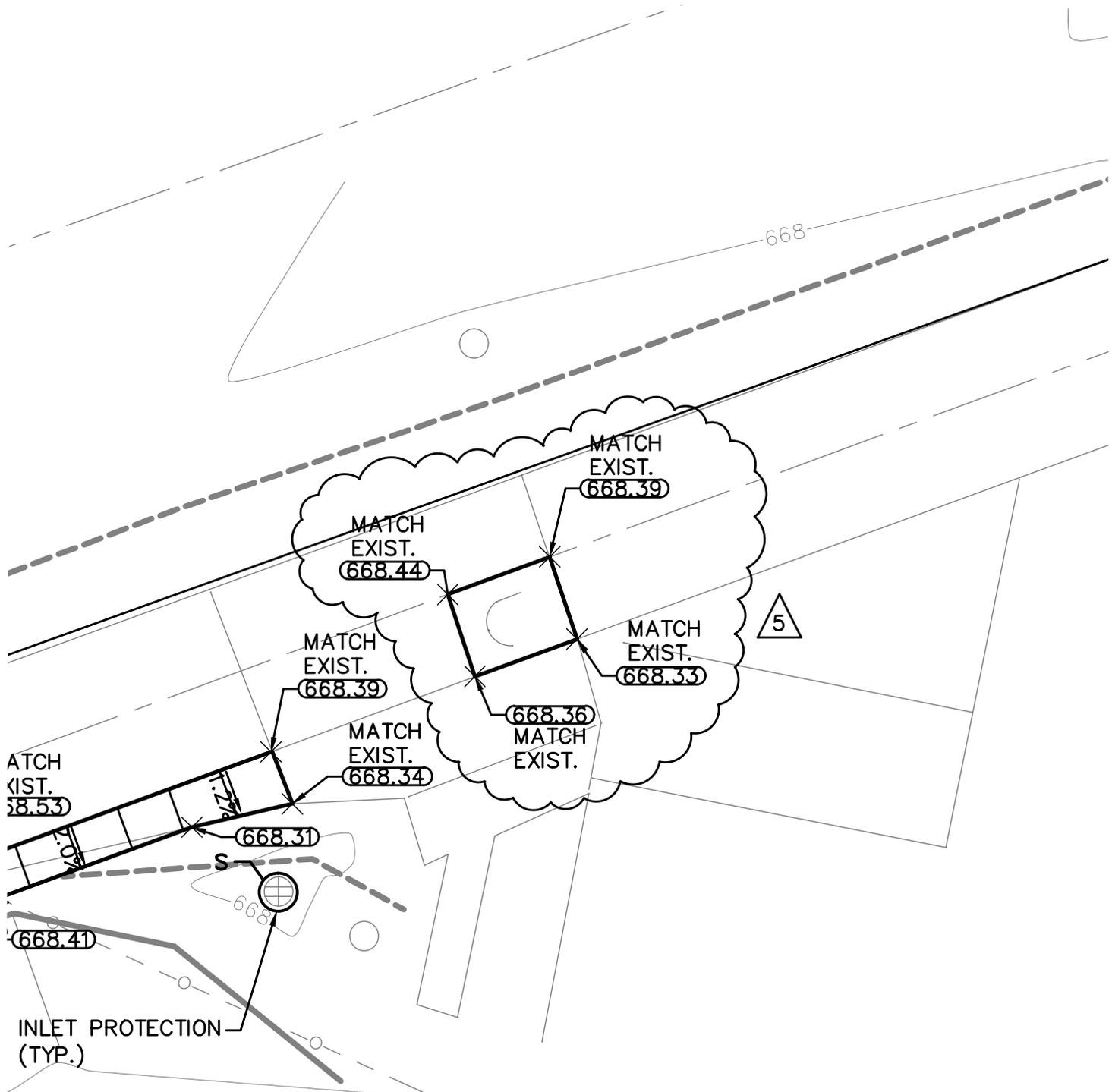
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IMPROVEMENTS PHASE 2A**

ADDENDUM # 05

SHEET TITLE: ROADWAY GRADING AND EROSION CONTROL PLAN

**C202A**

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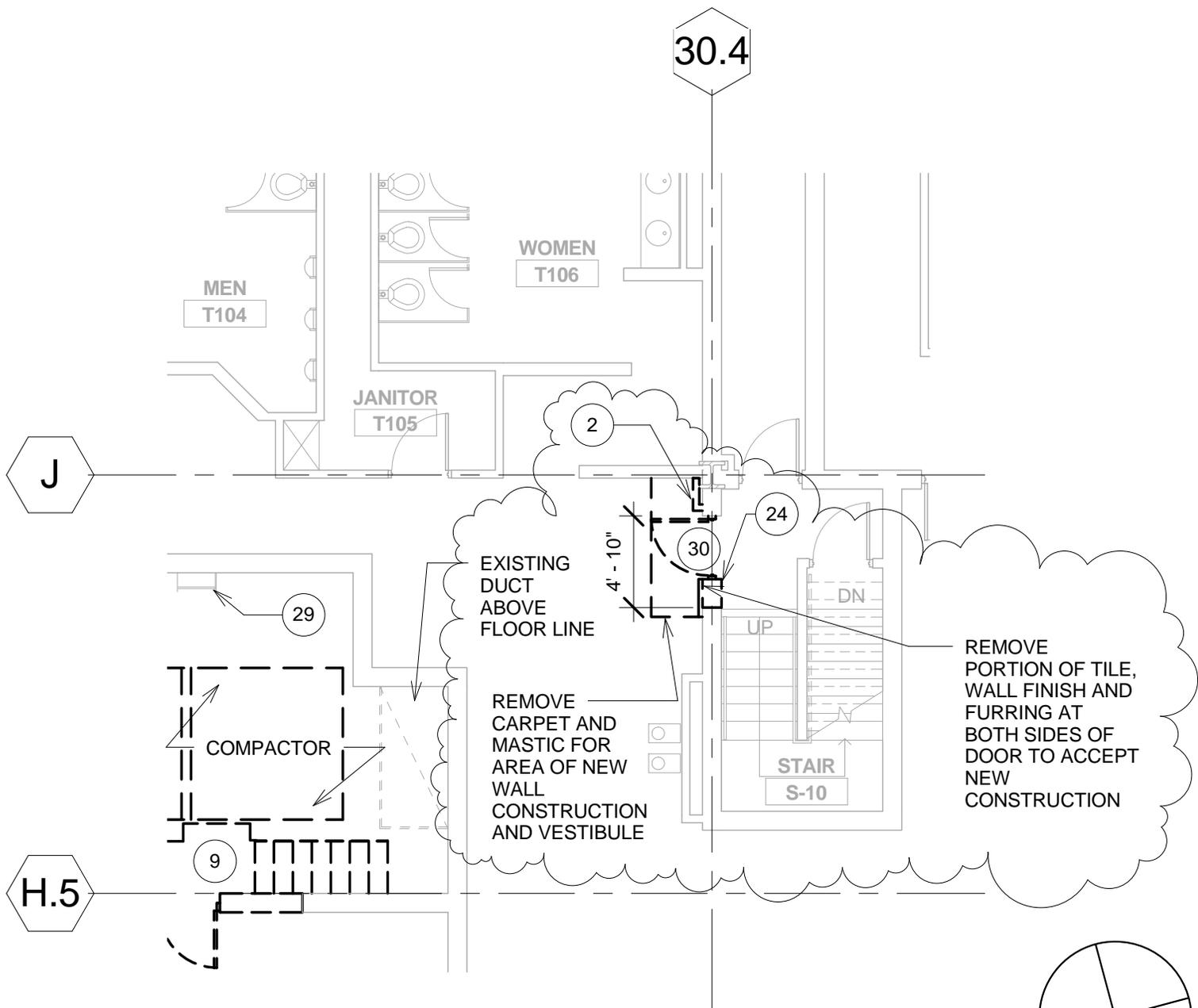


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 AIRPORT BAGGAGE SCREENING  
 IMPROVEMENTS PHASE 2A**

ADDENDUM # 05

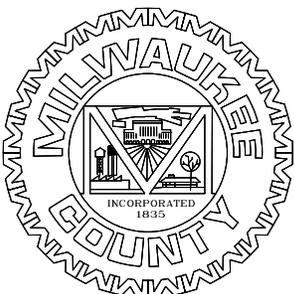
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2

# GRADE LEVEL DEMOLITION PLAN - NORTH

1/8" = 1'-0"



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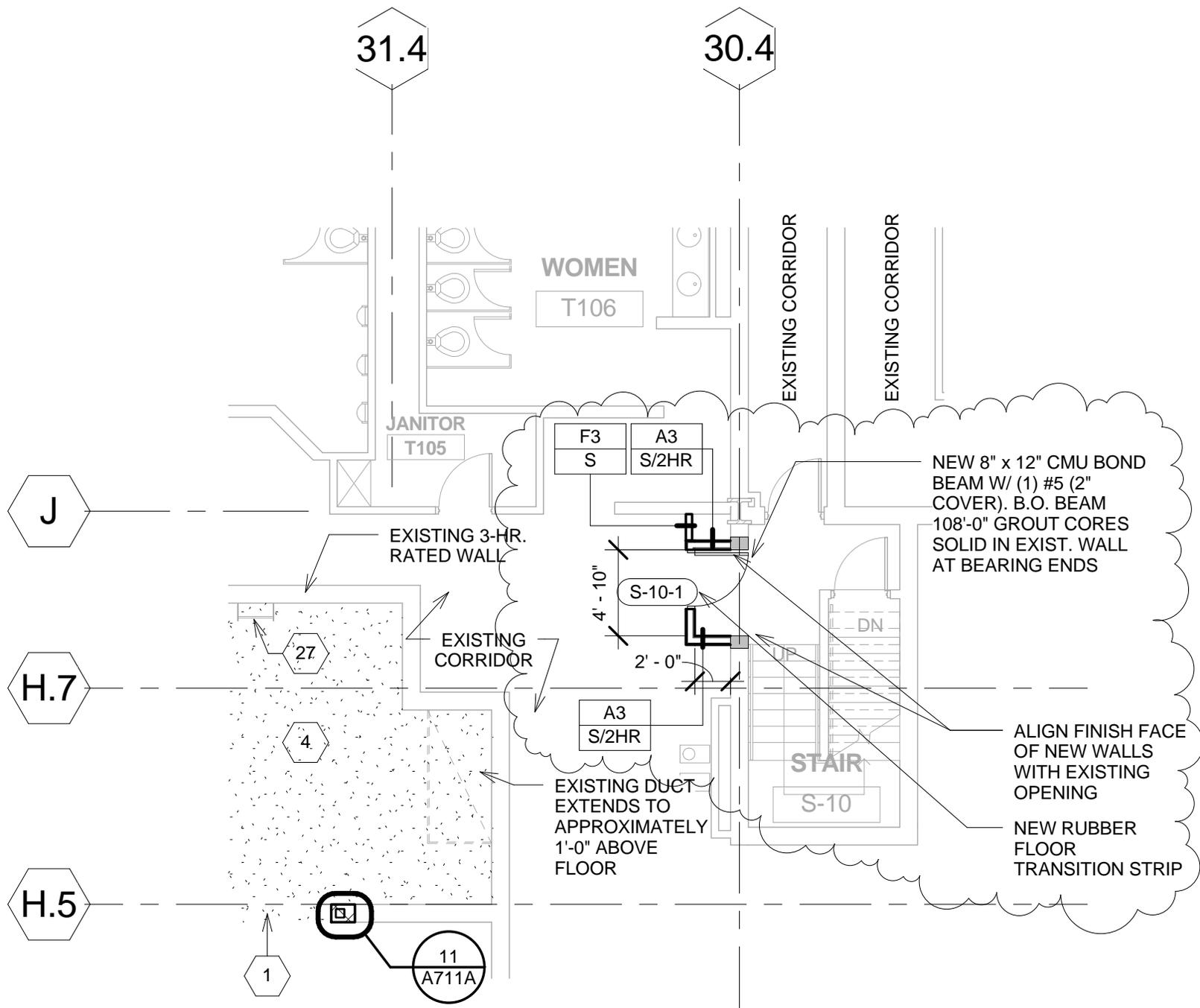
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IMPROVEMENTS PHASE 2A

ADDENDUM # 05

SHEET TITLE: PARTIAL GRADE LEVEL DEMOLITION PLAN - NORTH

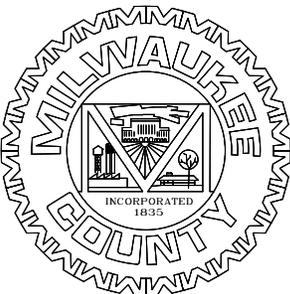
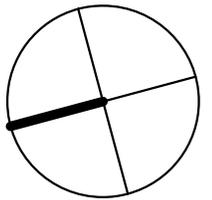
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# PARTIAL GRADE LEVEL PLAN - NORTH LOADING DOCKS

1

1/8" = 1'-0"



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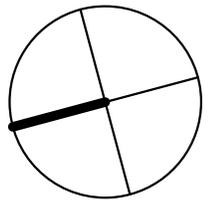
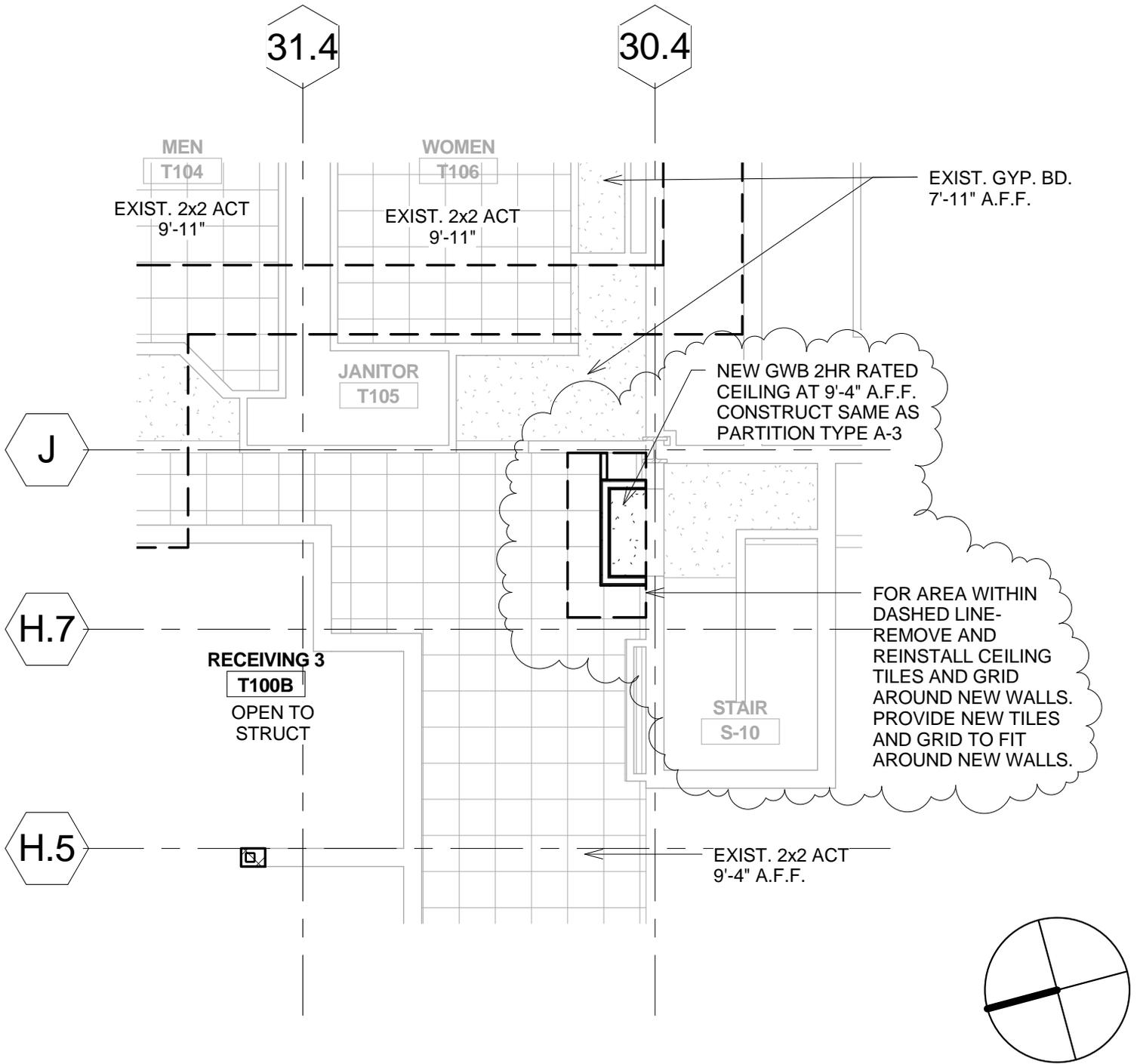
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ADDENDUM # 05

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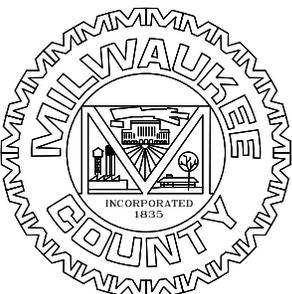
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# PARTIAL GRADE LEVEL REFLECTED CEILING PLAN

1

1/8" = 1'-0"



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PROJECT NUMBER: A044-09002

PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL

ADDENDUM # 05

DATE: 06-20-2011

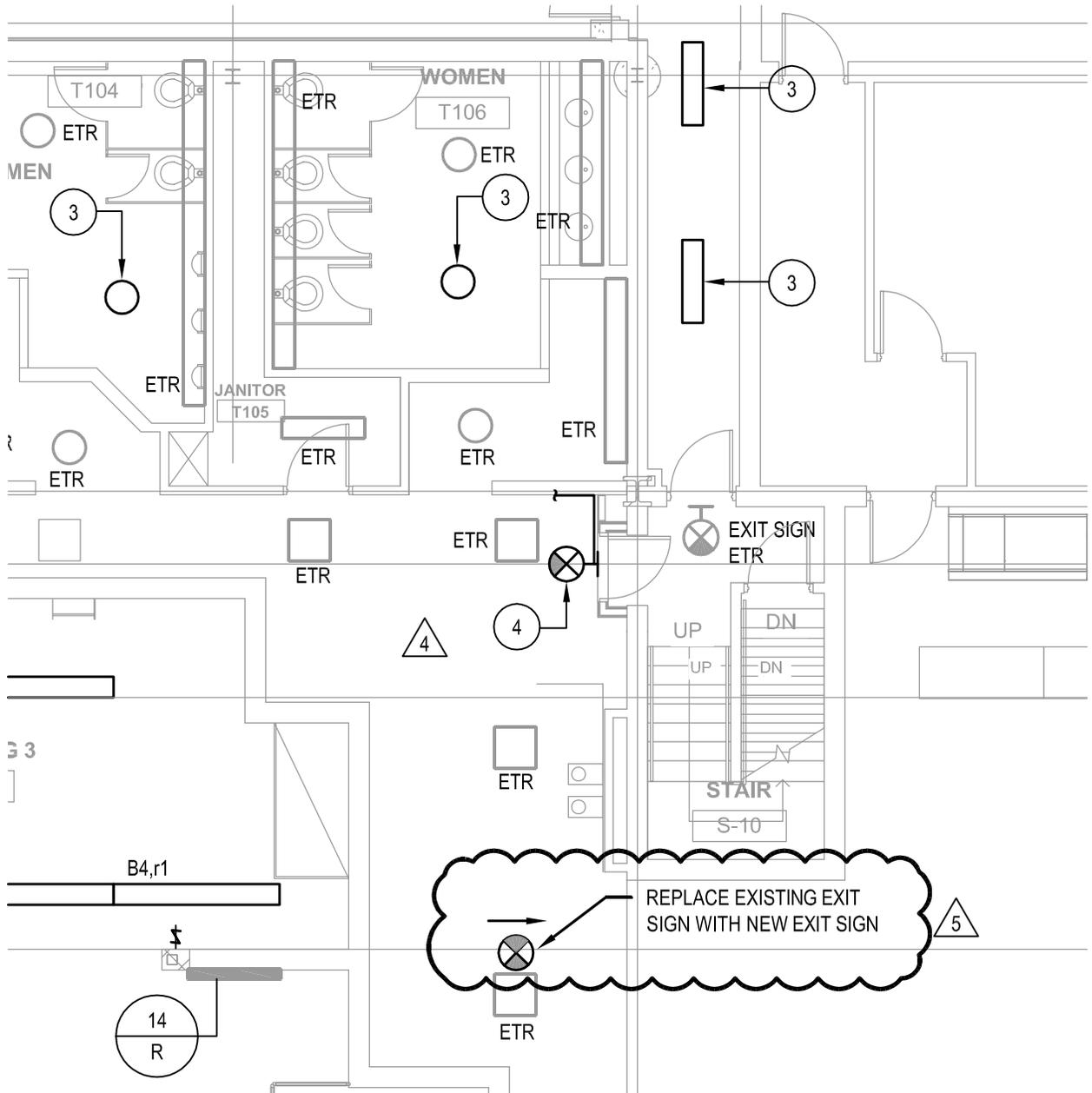
AIRPORT BAGGAGE SCREENING

SCALE: 1/8" = 1'-0"

IMPROVEMENTS PHASE 2A

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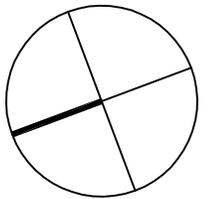
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1

# PARTIAL GRADE LEVEL PLAN - LIGHTING

1/8" = 1'-0"



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CITY CAMPUS 2711 W. WELLS ST - 2ND FLOOR MILWAUKEE, WI 53208

PROJECT NUMBER: A044-09002  
 DATE: 06/20/11  
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PROJECT TITLE: GENERAL MITCHELL INTERNATIONAL AIRPORT BAGGAGE SCREENING IMPROVEMENTS PHASE 2A

ADDENDUM #05

# E301A