

SECTION 025620
PORTLAND CEMENT CONCRETE PAVEMENT

1. DESCRIPTION

This specification shall govern for the construction of Portland cement concrete pavement on a prepared subgrade or base course, in accordance with the typical sections shown on the drawings.

The concrete shall be composed of Portland cement, aggregates (fine and coarse), admixtures if desired or required, and water, proportioned and mixed as hereinafter provided.

All subsurface utilities must be inspected, tested, and accepted prior to any paving.

For any concrete pavement repair under this specification, the Contractor shall replace the entire panel affected by the repair, to include re-establishing appropriate moisture and density of the subgrade and base sections below the panel. In addition, it is a requirement that the Contractor shall dowel-in reinforcement or load-transfer bars to adjacent panels or curbs to ensure a monolithic pavement structure is re-established upon completion of the repair.

2. MATERIALS

(1) Cement

The cement shall be either Type I, Type II or Type III Portland cement conforming to ASTM Designation: C150, modified as follows:

Unless otherwise specified by the Engineer, the specific surface area of Type I and II cements shall not exceed 2000 square centimeters per gram (Wagner Turbidimeter – TxDOT Test Method Tex-310-D). The Contractor shall furnish the OAR with a statement as to the specific surface area of the cement, expressed in square centimeters per gram, for each shipment.

For concrete pavements, strength requirements shall be demonstrated using flexural (beam) or compressive (cylinder) tests as required in the drawings.

Either Type I or II cement shall be used unless Type II is specified on the plans. Except when Type II is specified on the plans, Type III cement may be used when the anticipated air temperature for the succeeding 12 hours will not exceed 60°F. Type III cement shall be used when high early strength concrete pavement is specified on the drawings.

Different types of cement may be used in the same project, but all cement used in any one monolithic placement of concrete pavement shall be of the same type and brand. Only one brand of each type of cement will be permitted in any one project unless otherwise authorized by the OAR.

Cement may be delivered in bulk where adequate bin storage is provided. All other cement shall be delivered in bags marked plainly with the name of the manufacturer and the type of cement.

Similar information shall be provided in the bills of lading accompanying each shipment of packaged or bulk cement. Bags shall contain 94 pounds net. All bags shall be in good condition at time of delivery.

All cement shall be properly protected against dampness. No caked cement will be accepted.

Cement remaining in storage for a prolonged period of time may be retested and rejected if it fails to conform to any of the requirements of these specifications.

(2) Mixing Water

Water for use in concrete and for curing shall be in accordance with City Standard Specification Section 030020 "Portland Cement Concrete".

(3) Coarse Aggregate

Coarse aggregate for use in concrete mixture shall be in accordance with City Standard Specification Section 030020 "Portland Cement Concrete", Grade No. 2.

(4) Fine Aggregate

Fine aggregate for use in concrete mixture shall be in accordance with City Standard Specification Section 030020 "Portland Cement Concrete", Grade No. 1.

(5) Mineral Filler

Mineral filler shall consist of stone dust, clean crushed sand, or other approved inert material.

(6) Mortar (Grout)

Mortar for repair of concrete pavements shall consist of 1 part cement, 2 parts finely graded sand, and enough water to make the mixture plastic. When required to prevent color difference, white cement shall be added to produce the color required. When specified by the Engineer or required by the OAR, latex adhesive shall be added to the mortar.

(7) Admixtures

Calcium chloride will not be permitted. Unless otherwise noted, air-entraining, retarding and water-reducing admixtures may be used in all concrete and shall conform to the requirements of City Standard Specification Section 030020 "Portland Cement Concrete".

(8) Reinforcing Steel

Unless otherwise designated on the plans, all steel reinforcement shall be deformed bars, and shall conform to ASTM Designation: A615, Grade 60, and shall be open hearth, basic oxygen or electric furnace new billet steel in accordance with City Standard Specification Section 032020 "Reinforcing Steel".

Dowels shall be plain billet steel smooth bars conforming to ASTM Designation: A615, Grade 60, and shall have hot-dip galvanized finish.

3. STORAGE OF MATERIALS

All cement and aggregate shall be stored and handled in accordance with City Standard Specification Section 030020 "Portland Cement Concrete".

4. MEASUREMENT OF MATERIALS

Measurement of the materials, except water, used in batches of concrete, shall be in accordance with City Standard Specification Section 030020 "Portland Cement Concrete".

5. CLASSIFICATION AND MIX DESIGN

It shall be the responsibility of the Contractor to furnish the mix design to comply with the requirements herein and in accordance with THD Bulletin C-11. The Contractor shall perform, at his own expense, the work required to substantiate the design, except the testing of strength specimens, which will be done by the OAR. Complete concrete design data shall be submitted to the OAR for approval.

It shall also be the responsibility of the Contractor to determine and measure the batch quantity of each ingredient, including all water, so that the mix conforms to these specifications and any other requirements shown on the plans.

In lieu of the above mix design responsibility, the Contractor may accept a design furnished by the Engineer; however, this will not relieve the Contractor of providing concrete meeting the requirements of these specifications.

Trial batches will be made and tested using all of the proposed ingredients prior to placing the concrete, and when the aggregate and/or brand of cement or admixture is changed. Trial batches shall be made in the mixer to be used on the job. When transit mix concrete is to be used, the trial designs will be made in a transit mixer representative of the mixers to be used. Batch size shall not be less than 50 percent of the rated mixing capacity of the truck.

Mix designs from previous or concurrent jobs may be used without trial batches if it is shown that no substantial change in any of the proposed ingredients has been made.

This specification section incorporates the requirements of City Standard Specification Section 030020 "Portland Cement Concrete".

6. CONSISTENCY

In cases where the consistency requirements cannot be satisfied without exceeding the maximum allowable amount of water, the Contractor may use, or the OAR may require, an approved water-reducing or retarding agent, or the Contractor shall furnish additional aggregates or aggregates with different characteristics, which will produce the required results. Additional cement may be required or permitted as a temporary measure until aggregates are changed and designs checked with the different aggregates or admixture.

The consistency of the concrete as placed should allow the completion of all finishing operations without the addition of water to the surface. When field conditions are such that additional moisture is needed for the final concrete surface finishing operation, the required water shall be applied to the surface by fog spray only, and shall be held to a minimum. The concrete shall be workable, cohesive, possess satisfactory finishing qualities, and of the stiffest consistency that can be placed and vibrated into a homogenous mass. Excessive bleeding shall be avoided. Slump requirements shall be as specified in Table 1.

TABLE 1
Slump Requirements

<u>Construction Method</u>	<u>Desired Slump</u>	<u>Minimum Slump</u>	<u>Maximum Slump</u>
Concrete Pavement (slipformed)	1.5"	1"	3"
Concrete Pavement (formed)	4"	2.5"	6.5"

NOTE: No concrete will be permitted with slump in excess of the maximum shown.

7. QUALITY OF CONCRETE

The concrete shall be uniform and workable. The cement content, maximum allowable water-cement ratio, desired slump, minimum slump, maximum slump, and the strength requirements of the class of concrete for concrete pavement shall conform to the requirements of Table 1 and Table 2 and as required herein.

During the process of the work, the OAR will cast test beams or cylinders as a check on the flexural or compressive strength of the concrete actually placed. Testing shall be in accordance with City Standard Specification Section 030020 "Portland Cement Concrete". If the required flexural or compressive strength is not secured with the cement specified in Table 2, changes in the batch design will be made. The concrete shall meet either the minimum flexural (beam) strength (7-day or 28-day) or minimum compressive strength (7-day or 28-day) shown in Table 2.

TABLE 2
Class of Concrete for Concrete Pavement

<u>Class of Concrete</u>	<u>Minimum Flexural (Beam) Strength</u>	<u>Minimum Compressive Strength</u>	<u>Maximum Water-Cement Ratio</u>	<u>Coarse Aggregate</u>
P*	450 psi (7 days) 570 psi (28 days)	3200 psi (7 days) 4000 psi (28 days)	5.6 gal./sack 0.50	No. 2 (1½")

* 5% entrained air

8. MIXING CONDITIONS

The concrete shall be mixed in quantities required for immediate use. Any concrete which is not in place within the limits outlined in City Standard Specification Section 038000 "Concrete Structures", Article "Placing Concrete-General", shall not be used. Re-tamping of concrete will not be permitted.

Mixing conditions shall conform to the requirements of City Standard Specification Section 030020 "Portland Cement Concrete".

9. MIXING AND MIXING EQUIPMENT

Mixing and mixing equipment shall conform to the requirements of City Standard Specification Section 030020 "Portland Cement Concrete".

10. READY-MIX PLANTS

The requirements for ready-mix plants shall be as specified in City Standard Specification Section 030020 "Portland Cement Concrete".

11. PLACING, CURING AND FINISHING

All subsurface utilities must be inspected, tested, and accepted prior to any paving.

Subgrade preparation shall be as specified on the plans. The placing of concrete, including construction of forms and falsework, curing and finishing shall be in accordance with City Standard Specification Section 038000 "Concrete Structures". For membrane curing, curing material shall conform to Type 2, Class A curing compound, or as otherwise shown on the drawings. Finished surface grades shall conform to testing criteria in Specification Section 038000 "Concrete Structures" and Section 13 below.

12. JOINTS IN CONCRETE PAVEMENT

The placing of joints in concrete pavement shall be in accordance with City Standard Specification Section 038000 "Concrete Structures" and as detailed on the drawings.

13. FINISH OF ROADWAY SLABS

As soon as the concrete has been placed and vibrated in a section of sufficient width to permit working, the surface shall be approximately leveled, struck off and screeded, carrying a slight excess of concrete ahead of the screed to insure filling of all low spots. The screed shall be designed rigid enough to hold true to shape and shall have sufficient adjustments to provide for the required camber. A vibrating screed may be used if heavy enough to prevent undue distortion. The screeds shall be provided with a metal edge.

Longitudinal screeds shall be moved across the concrete with a saw-like motion while their ends

rest on headers or templates set true to the roadway grade or on the adjacent finished slab.

The surface of the concrete shall be screeded a sufficient number of times and at such intervals to produce a uniform surface, true to grade and free of voids.

If necessary, the screeded surface shall be worked to smooth finish with a long handled wood or metal float of the proper size, or hand floated from bridges over the slab.

When required by the OAR, the Contractor shall perform sufficient checks with a long handled 10' straightedge on the plastic concrete to insure that the final surface will be within the tolerances specified below. The 10' straightedge shall be furnished by the Contractor. The check shall be made with the straightedge parallel to the centerline. Each pass thereof shall lap half of the preceding pass. All high spots shall be removed and all depressions over 1/16" in depth shall be filled with fresh concrete and floated. The checking and floating shall be continued until the surface is true to grade and free of depressions, high spots, voids or rough spots.

Rail support holes shall be filled with concrete and finished to match the top of the slab.

Surface Texturing.

Perform surface texturing using either carpet drag or metal tining as indicated on the drawings. Complete final texturing before the concrete has attained its initial set. Draw the carpet drag longitudinally along the pavement surface with the carpet contact surface area adjusted to provide a satisfactory coarsely textured surface. A metal-tine texture finish is required using a tining machine unless otherwise shown on the plans. Provide the metal-tine finish immediately after the concrete surface has set enough for consistent tining. Operate the metal-tine device to obtain grooves spaced at 1", approximately 3/16" deep, with a minimum depth of 1/8", and approximately 1/12" wide. Do not overlap a previously tined area. Use manual methods for achieving similar results on ramps and other irregular sections of pavements. Repair damage to the edge of the slab and joints immediately after texturing. Do not tine pavement that will be overlaid.

Upon completion of the floating and/or straight edging and before the disappearance of the moisture sheen, the surface shall be given a broom or burlap drag finish. The grooves of these finishes shall be parallel to the structure centerline. It is the intent that the average texture depth resulting from the number of tests directed by the OAR be not less than 0.035" with a minimum texture depth of 0.030" for any one test when tested in accordance with TxDOT Test Method Tex-436-A. Should the texture depth fall below that intended, the finishing procedures shall be revised to produce the desired texture.

After the concrete has attained its final set, the roadway surface shall be tested with a standard 10' straightedge. The straightedge shall be placed parallel to the centerline of roadway to bridge any depressions and touch high spots. Ordinates of irregularities measured from the face of the straightedge to the surface of the slab shall not exceed 1/8", making proper allowances for camber, vertical curvature and surface texture. Occasional variations, not exceeding 3/16" will be acceptable, if in the opinion of the Engineer it will not affect the riding qualities.

When directed by the OAR, irregularities exceeding the above requirements shall be corrected.

In all roadway slab finishing operations, camber for specified vertical curvature and transverse slopes shall be provided.

14. MEASUREMENT AND PAYMENT

Unless otherwise specified on the Bid Form, the quantities of concrete for concrete pavement, which will constitute the completed and accepted pavement in-place, will be measured by the square yard for the indicated thickness and type of cement as shown on the drawings.

Payment shall be full compensation for furnishing, hauling, mixing, placing, curing and finishing all concrete; all grouting and pointing; furnishing and placing reinforcing steel and steel dowels as shown on the plans; furnishing and placing drains; furnishing and placing metal flashing strips; furnishing and placing expansion joint material, joint filler and sealants, and contraction (control) joints required by this specification or shown on the plans; and for all forms and falsework, labor, tools, equipment and incidentals necessary to complete the work.

Any paving placed prior to inspection, testing, and acceptance of underground utilities may be rejected by the City and will be replaced at the Contractor's expense after correcting any subsurface utility defects.

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