

JOINT BASE LEWIS-McCHORD DESIGN STANDARDS

DIVISION 32 - EXTERIOR IMPROVEMENTS

SECTION 32 13 14.13

CONCRETE PAVEMENT FOR AIRFIELDS AND OTHER HEAVY-DUTY PAVEMENTS

08/18

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CONCRETE PAVEMENT FOR AIRFIELDS AND OTHER HEAVY-DUTY PAVEMENTS

PART 1 GENERAL

1.1 UNIT PRICES

1.1.1 Measurements

The quantity of concrete to be paid for will be the volume of concrete in cubic yards including thickened edges, where required, placed in the completed and accepted pavement. Concrete will be measured in place in the completed and accepted pavement only within the neat line dimensions shown in the plan and cross section. No deductions will be made for rounded or beveled edges or the space occupied by pavement reinforcement, dowel bars, or electrical conduits, nor for any void, or other structure extending into or through the pavement slab, measuring 3 cubic feet or less in volume. No other allowance for concrete will be made unless placed in specified locations in accordance with the approved contract modification. The quantity of other materials specified herein, and used in the construction of the work covered by this section, will not be measured for payment, but will be considered a subsidiary obligation, covered under the price per cubic yard for concrete. Joint sealing materials are covered in Section 32 01 19 FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS or Section 32 13 73 COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS.

1.1.2 Payments

1.1.2.1 Unit Price

The quantity of concrete measured as specified above will be paid for at the contract unit price when placed in completed and accepted pavements. Payment will be made at the contract price for cubic yard for the scheduled item, with necessary adjustments as specified below. Payment will constitute full compensation for providing all materials, equipment, plant and tools, and for all labor and other incidentals necessary to complete the concrete pavement, except for other items specified herein for separate payment.

1.1.3 Payment of Lots

When a lot of material fails to meet the specification requirements, that lot will be accepted at a reduced price or be removed and replaced. The lowest computed percent payment determined for any pavement characteristic discussed below (for example, thickness, grade, and surface smoothness) becomes the actual percent payment for that lot. The actual percent payment will be applied to the unit price and the measured quantity of concrete in the lot to determine actual payment. Use results of strength tests to control concreting operations. Strength will be evaluated, but will not be considered for payment adjustment. Remove and replace any pavement not meeting the required 'Concrete Strength for Final Acceptance' at no additional cost to the Government.

1.1.4 Payment Adjustment for Smoothness

1.1.4.1 Straightedge Testing

Record location and deviation from straightedge for all measurements. When more than 5.0 and less than or equal to 10.0 percent of all measurements made within a lot exceed the tolerance specified in paragraph SURFACE SMOOTHNESS, after any reduction of high spots or removal and replacement, the computed percent payment based on surface smoothness will be 95 percent. When more than 10.0 percent and less than or equal to 15.0 percent of all measurements exceed the tolerance, the computed percent payment will be 90 percent. When more than 15.0 and less than or equal to 20.0 percent of all measurements exceed the tolerance, the computed percent payment will be 75 percent. Remove and replace the lot when more than 20.0 percent of the measurements exceed the tolerance, at no additional cost to the Government.

1.1.4.2 Profilograph Testing

Record location and data from all profilograph measurements. When the Profile Index of a 0.1 mile segment of a lot exceeds the tolerance specified in paragraph SURFACE SMOOTHNESS by 1.0 inch per mile but less than 2.0 inches per mile, after any reduction of high spots or removal and replacement, the computed percent payment based on surface smoothness will be 95 percent. When the Profile Index exceeds the tolerance by 2.0 inches per mile but less than 3.0 inches per mile, the computed percent payment will be 90 percent. When the Profile Index exceeds the tolerance by 3.0 inches per mile but less than 63 mm per km 4.0 inches per mile, the computed percent payment will be 75 percent. Remove and replace the lot when the Profile Index exceeds the tolerance by 4.0 inches per mile or more, at no additional cost to the Government

1.1.5 Payment Adjustment for Plan Grade

When more than 5.0 and less than or equal to 10.0 percent of all measurements made within a lot are outside the specified tolerance, the computed percent payment for that lot will be 95 percent. When more than 10.0 percent but less than 50 percent are outside the specified tolerances, the computed percent payment for the lot will be 75 percent. Remove and replace the deficient area where the deviation from grade exceeds the specified tolerances by 50 percent or more, at no additional cost to the Government.

1.1.6 Payment Adjustment for Thickness

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

Computed Percent Payment for Thickness		
Deficiency in Thickness Determined by cores inches	Pavements Equal To or Greater Than 8 inches Thick	Pavements Less Than 8 inches Thick

0.00 to 0.24	100	100
0.25 to 0.49	75	65
0.50 to 0.74	50	0
0.75 or greater	0	0

Where 0 percent payment is indicated, remove the entire lot and replace at no additional cost to the Government. Where either of the two cores from a subplot show a thickness deficiency of 0.75 inch or greater, drill two more cores in the subplot and compute the average thickness of the four cores. If this average shows a thickness deficiency of 0.75 inch or more remove the entire subplot.

1.2 REFERENCES

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

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO)

AASHTO M 182 (2005; R 2012) Standard Specification for Burlap Cloth Made from Jute or Kenaf and Cotton Mats

AMERICAN CONCRETE INSTITUTE INTERNATIONAL (ACI)

ACI 201.1R (2008) Guide for Conducting a Visual Inspection of Concrete in Service

ACI 211.1 (1991; R 2009) Standard Practice for Selecting Proportions for Normal, Heavyweight and Mass Concrete

ACI 214R (2011) Evaluation of Strength Test Results of Concrete

ACI 305R (2010) Guide to Hot Weather Concreting

ACI 306R (2016) Guide to Cold Weather Concreting

ASTM INTERNATIONAL (ASTM)

ASTM A1064/A1064M (2016b) Standard Specification for Carbon-Steel Wire and Welded Wire Reinforcement, Plain and Deformed, for Concrete

ASTM A184/A184M (2006; E2011) Standard Specification for Fabricated Deformed Steel Bar Mats for Concrete Reinforcement

ASTM A185/A185M (2007) Standard Specification for Steel Welded Wire Reinforcement, Plain, for Concrete

ASTM A615/A615M	(2016) Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM A775/A775M	(2016) Standard Specification for Epoxy-Coated Steel Reinforcing Bars
ASTM A996/A996M	(2016) Standard Specification for Rail-Steel and Axle-Steel Deformed Bars for Concrete Reinforcement
ASTM C1017/C1017M	(2013; E 2015) Standard Specification for Chemical Admixtures for Use in Producing Flowing Concrete
ASTM C1064/C1064M	(2011) Standard Test Method for Temperature of Freshly Mixed Hydraulic-Cement Concrete
ASTM C1077	(2016) Standard Practice for Laboratories Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Laboratory Evaluation
ASTM C117	(2013) Standard Test Method for Materials Finer than 75-um (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C123/C123M	(2014) Standard Test Method for Lightweight Particles in Aggregate
ASTM C1260	(2014) Standard Test Method for Potential Alkali Reactivity of Aggregates (Mortar-Bar Method)
ASTM C131/C131M	(2014) Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136/C136M	(2014) Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM C138/C138M	(2016a) Standard Test Method for Density (Unit Weight), Yield, and Air Content (Gravimetric) of Concrete
ASTM C142/C142M	(2010) Standard Test Method for Clay Lumps and Friable Particles in Aggregates
ASTM C143/C143M	(2015) Standard Test Method for Slump of Hydraulic-Cement Concrete
ASTM C150/C150M	(2016; E 2016) Standard Specification for Portland Cement
ASTM C1567	(2013) Standard Test Method for Potential Alkali-Silica Reactivity of Combinations of Cementitious Materials and Aggregate

	(Accelerated Mortar-Bar Method)
ASTM C1602/C1602M	(2012) Standard Specification for Mixing Water Used in Production of Hydraulic Cement Concrete
ASTM C1646/C1646M	(2016) Making and Curing Test Specimens for Evaluating Frost Resistance of Coarse Aggregate in Air-Entrained Concrete by Rapid Freezing and Thawing
ASTM C172/C172M	(2014a) Standard Practice for Sampling Freshly Mixed Concrete
ASTM C174/C174M	(2016) Standard Test Method for Measuring Thickness of Concrete Elements Using Drilled Concrete Cores
ASTM C192/C192M	(2016a) Standard Practice for Making and Curing Concrete Test Specimens in the Laboratory
ASTM C231/C231M	(2014) Standard Test Method for Air Content of Freshly Mixed Concrete by the Pressure Method
ASTM C260/C260M	(2010a; R 2016) Standard Specification for Air-Entraining Admixtures for Concrete
ASTM C294	(2012) Standard Descriptive Nomenclature for Constituents of Concrete Aggregates
ASTM C295/C295M	(2012) Petrographic Examination of Aggregates for Concrete
ASTM C31/C31M	(2015a; E 2016) Standard Practice for Making and Curing Concrete Test Specimens in the Field
ASTM C33/C33M	(2016) Standard Specification for Concrete Aggregates
ASTM C494/C494M	(2016) Standard Specification for Chemical Admixtures for Concrete
ASTM C595/C595M	(2016) Standard Specification for Blended Hydraulic Cements
ASTM C618	(2012a) Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use in Concrete
ASTM C666/C666M	(2015) Resistance of Concrete to Rapid Freezing and Thawing
ASTM C78/C78M	(2016) Standard Test Method for Flexural Strength of Concrete (Using Simple Beam with Third-Point Loading)
ASTM C88	(2013) Standard Test Method for Soundness

of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate

ASTM C881/C881M	(2015) Standard Specification for Epoxy-Resin-Base Bonding Systems for Concrete
ASTM C94/C94M	(2016a) Standard Specification for Ready-Mixed Concrete
ASTM C989/C989M	(2014) Standard Specification for Slag Cement for Use in Concrete and Mortars
ASTM D1751	(2004; E 2013; R 2013) Standard Specification for Preformed Expansion Joint Filler for Concrete Paving and Structural Construction (Nonextruding and Resilient Bituminous Types)
ASTM D1752	(2004a; R 2013) Standard Specification for Preformed Sponge Rubber Cork and Recycled PVC Expansion
ASTM D2995	(1999; R 2009) Determining Application Rate of Bituminous Distributors
ASTM D3665	(2012) Random Sampling of Construction Materials
ASTM D4791	(2010) Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D75/D75M	(2014) Standard Practice for Sampling Aggregates

NATIONAL READY MIXED CONCRETE ASSOCIATION (NRMCA)

NRMCA QC 3	(2011) Quality Control Manual: Section 3, Plant Certifications Checklist: Certification of Ready Mixed Concrete Production Facilities
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U.S. AIR FORCE (USAF)

AF ETL 97-5	(1997) Proportioning Concrete Mixtures with Graded Aggregates for Rigid Airfield Pavements
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U.S. ARMY CORPS OF ENGINEERS (USACE)

COE CRD-C 130	(2001) Standard Recommended Practice for Estimating Scratch Hardness of Coarse Aggregate Particles
COE CRD-C 300	(1990) Specifications for Membrane-Forming Compounds for Curing Concrete
COE CRD-C 521	(1981) Standard Test Method for Frequency and Amplitude of Vibrators for Concrete

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

COE CRD-C 662 (2009) Determining the Potential Alkali-Silica Reactivity of Combinations of Cementitious Materials, Lithium Nitrate Admixture and Aggregate (Accelerated Mortar-Bar Method)

1.3 SUBMITTALS

NOTE: If 01 33 29 is incorporated in the specifications, select that option below. If not, select the option for 01 57 19. Include items noted at SD-01 and SD-11 as applicable, based on project scope.

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-01 Preconstruction Submittals

Cementitious Materials (Recycled Content); S

SD-03 Product Data

Diamond Grinding Plan; G
Dowels; G
Dowel Bar Assemblies; G
Equipment
Proposed Techniques; G

SD-05 Design Data

Preliminary Proposed Proportioning; G
Proportioning Studies; G

SD-06 Test Reports

Batch Plant Manufacturer's Inspection Report; G
Sampling and Testing; G-DO
Diamond Grinding of PCC Surfaces; G
Mixer Performance (Uniformity) Testing; GR
Repair Recommendations Plan; G

SD-07 Certificates

Contractor Quality Control Staff; G
Laboratory Accreditation and Validation; G
Commercial Laboratory; G
NRMCA Certificate of Conformance; G

SD-11 Closeout Submittals

Cementitious Materials (Recycled Content); S

1.4 QUALITY CONTROL

1.4.1 Contractor Quality Control Staff

Reference Section 01 45 00.00 10 QUALITY CONTROL for Contractor personnel qualification requirements. Submit American Concrete Institute certification for Contractor Quality Control staff. Qualifications and resumes for petrographer, surveyor, and concrete batch plant operator. All Contractor Quality Control personnel assigned to concrete construction are required to be American Concrete Institute (ACI) certified in the following grade:

- a. The minimum requirements for the CQC System Manager consist of being a graduate engineer or a graduate of construction management, with a minimum of 5 years airfield construction experience and a minimum of 1 year experience as a CQC System Manager on an airfield construction project.
- b. CQC personnel responsible for inspection of concrete paving operations: ACI Concrete Transportation Inspector. The ACI Concrete Transportation Inspector is required to be present at the paving site during all paving operations, with the exception of the initial saw cutting operation. The QC manager is required to be present during initial saw cutting operations.
- c. CQC staff is required to oversee all aspects of sawing operations (sawing, flushing, vacuuming, checking for random cracking, lighting).
- d. Lead Foreman or Journeyman of the Concrete Placing, Finishing, and Curing Crews: ACI Concrete Flatwork Technician/Finisher.
- e. Batch Plant Manufacturer's Representative: A representative from the batch plant manufacturer is required to be on site to inspect and make necessary adjustments to all components of the batch plant including but not limited to aggregate bin weighing operations, water metering, cement and fly ash weighing devices. All necessary inspections and adjustments by the manufacturer representative is required to be performed prior to uniformity testing. Submit a written Batch Plant Manufacturer's Inspection Report signed by the representative noting all inspection items and corrections and stating the batch plant is capable of producing the volume of concrete as required herein.
- f. Field Testing Technicians: ACI Concrete Field Testing Technician, Grade I.
- g. Laboratory Testing Technicians: ACI Concrete Strength Testing Technician and Laboratory Testing Technician, Grade I or II.

1.4.2 Other Staff

Submit for approval, the qualifications and resumes for the following staff:

- a. Petrographer: Bachelor of Science degree in geology or petrography, trained in petrographic examination of concrete aggregate according to ASTM C294 and ASTM C295/C295M and trained in identification of the specific deleterious materials and tests identified in this specification. Detail the education, training and experience related

to the project-specific test methods and deleterious materials in the Resume and submit at least 20 days before petrographic and deleterious materials examination is to commence.

- b. Licensed Surveyor: Perform all survey work under the supervision of a Licensed Surveyor.
- c. Concrete Batch Plant Operator: National Ready Mix Concrete Association (NRMCA) Plant Manager Certification.
- d. Profilograph Operator: Certification by equipment manufacturer or a state Department of Transportation.

1.4.3 Laboratory Accreditation and Validation

Provide laboratory and testing facilities. Submit accreditation of the commercial laboratory by an independent evaluation authority, indicating conformance to ASTM C1077, including all applicable test procedures. The laboratories performing the tests are required to be accredited in accordance with ASTM C1077, including ASTM C78/C78M and ASTM C1260. Provide current accreditation and include the required and optional test methods, as specified. Validation on all laboratories is required to remain current throughout the duration of the paving project. Contact the MTC manager listed at <http://www.erdc.usace.army.mil/Media/FactSheets/FactSheetArticleView/tabid/9254/Article/476661/materials-testing-center.aspx> for costs and scheduling. Provide onsite temperature-controlled concrete curing facilities.

1.4.3.1 Aggregate Testing and Mix Proportioning

Aggregate testing and mixture proportioning studies are required to be performed by a commercial laboratory.

1.4.3.2 Acceptance Testing

Provide all materials, labor, and facilities required for molding, curing, testing, and protecting test specimens at the paving site and in the laboratory. Provide steel molds for molding the beam specimens. Provide and maintain boxes or other facilities suitable for storing and curing the specimens at the paving site while in the mold within the temperature range stipulated by ASTM C31/C31M. Provide flexural loading equipment in accordance with ASTM C78/C78M.

1.4.3.3 Contractor Quality Control

All sampling and testing is required to be performed by an approved, onsite, independent, commercial laboratory, or for cementitious materials and admixtures, the manufacturer's laboratory.

1.4.3.4 Laboratory Inspection

The Government will inspect all laboratories requiring validation for equipment and test procedures prior to the start of any concreting operations for conformance to ASTM C1077. Schedule and provide payment for laboratory inspections. Additional payment or a time extension due to failure to acquire the required laboratory validation is not allowed. The

laboratory is to maintain this certification for the duration of the project.

1.4.4 Preconstruction Testing of Materials

All sampling and testing is required to be performed. Use an approved commercial laboratory or, for cementitious materials and chemical admixtures, a laboratory maintained by the manufacturer of the material. Materials are not allowed to be used until notice of acceptance has been given. Additional payment or extension of time due to failure of any material to meet project requirements, or for any additional sampling or testing required is not allowed. Additional tests may be performed by the Government; such Government testing does not relieve any required testing responsibilities.

1.4.4.1 Aggregates

Sample aggregates in the presence of a Government Representative. Obtain samples in accordance with ASTM D75/D75M and be representative of the materials to be used for the project. Submit test results a minimum of 7 days before commencing mixture proportioning studies.

1.4.4.2 Chemical Admixtures, Curing Compounds and Epoxies

At least 30 days before the material is used, submit certified copies of test results for the specific lots or batches to be used on the project. Provide test results less than 6 months old prior to use in the work. Retest chemical admixtures that have been in storage at the project site for longer than 6 months or that have been subjected to freezing, and rejected if test results do not meet manufacturer requirements.

1.4.4.3 Cementitious Materials

Cement, slag cement, and pozzolan will be accepted on the basis of manufacturer's certification of compliance, accompanied by mill test reports showing that the material in each shipment meets the requirements of the specification under which it is provided. Provide mill test reports no more than 1 month old, prior to use in the work. Do not use cementitious materials until notice of acceptance has been given. Cementitious materials may be subjected to testing by the Government from samples obtained at the mill, at transfer points, or at the project site. If tests prove that a cementitious material that has been delivered is unsatisfactory, promptly remove it from the project site. Retest cementitious material that has not been used within 6 months after testing, and reject if test results do not meet manufacturer requirements.

1.4.5 Testing During Construction

During construction, sample and test aggregates, cementitious materials, and concrete as specified herein. The Government will sample and test concrete and ingredient materials as considered appropriate. Provide facilities and labor as may be necessary for procurement of representative test samples. Testing by the Government does not relieve the specified testing requirements.

1.4.6 Test Section

Up to 10 days, but not more than 60 days, prior to construction of the concrete pavement, construct a test section as part of the production

paving area at the outer most edge of the runway as directed by the Government. Construct test section of the same depth as the course which it represents. The underlying grade or pavement structure upon which the test section is to be constructed is required to be the same as the remainder of the course represented by the test section. The equipment used in construction of the test section is required to be the same equipment to be used on the remainder of the course represented by the test section. Use the test section to develop and demonstrate the proposed techniques of mixing, hauling, placing, consolidating, finishing, curing, initial saw cutting, start-up procedures, testing methods, plant operations, and the preparation of the construction joints. Perform variations in mixture proportions, other than water, if directed. Operate and calibrate the mixing plant prior to start of placing the test section. Use the same equipment, materials, and construction techniques on the test section proposed for use in all subsequent work. Perform base course preparation, concrete production, placing, consolidating, curing, construction of joints, and all testing in accordance with applicable provisions of this specification. Three days after completion of the test section, provide eight cores at least 6 inches in diameter by full depth cut from points selected in the test section by the Government. The cores will be evaluated for surface paste, uniformity of aggregate distribution, segregation, voids, and thickness. Construct the test section meeting all specification requirements and being acceptable in all aspects, including surface texture, thickness, grade, and longitudinal and transverse joint alignment. Failure to construct an acceptable test section necessitates construction of additional test sections at no additional cost to the Government. Remove test sections allowed to be constructed as part of the production pavement which do not meet specification requirements at no expense to the Government. Do not commence production paving until the results on aggregates and concrete, including evaluation of the cores, and all pavement measurements for actual plan grade, surface smoothness, and thickness have been submitted and approved. Pavement accepted as a production lot will be evaluated and paid as specified in PART 1 GENERAL.

1.4.6.1 Pilot Lane

A test section shall be constructed consisting of one panel wide by three panels deep (three total) on the outer most edge of the runway and to the same thickness as the thickest portion of pavement shown on the Drawings. Construct at the same lane width as that required for use in the project. If doweled longitudinal construction joints are required in any of the production pavements, install them full length along one side of the test lane throughout the test section. Construct the test section on two separate days.

1.4.6.2 Fill-In Lane

Consider the first three panels of the initial production fill-in lane as a fill-in lane test section for purposes of testing and evaluation. All requirements for the test section are applicable. Obtain cores from the fill-in lane side of the longitudinal construction joint with the pilot lane. The cores will be evaluated for homogeneity, consolidation, and segregation.

1.4.7 Acceptability of Work

The materials and the pavement itself will be accepted on the basis of production testing. The Government may make check tests to validate the results of the production testing. If the results of the production

testing vary by less than 2.0 percent of the Government's test results, the results of the production testing will be used. If the results of the Government and production tests vary by 2.0 percent, but less than 4.0 percent, the average of the two will be considered the value to be used. If these vary by 4.0 percent or more, carefully evaluate each sampling and testing procedure and obtain another series of Government and production tests on duplicate samples of material. If these vary by 4.0 percent or more, use the results of the tests made by the Government and the Government will continue check testing of this item on a continuous basis until the two sets of tests agree within less than 4.0 percent on a regular basis. Testing performed by the Government does not relieve the specified testing requirements.

1.4.8 Acceptance Requirements

1.4.8.1 Pavement Lots

A lot is that quantity of construction to be evaluated for acceptance with specification requirements. A lot is equal to one shift of production not to exceed 500 cubic yards. In order to evaluate thickness, divide each lot into four equal sublots. A subplot is equal to one day's production or 125 cubic yards, whichever is smaller. Grade determinations will be made on the lot as a whole. Surface smoothness determinations will be made on every 0.1 mile segment in each lot. Select sample locations on a random basis in accordance with ASTM D3665. When operational conditions cause a lot to be terminated before the specified four sublots have been completed, use the following procedure to adjust the lot size and number of tests for the lot. Where three sublots have been completed, they constitute a lot. Where one or two sublots have been completed, incorporate them into the next lot (except for the last lot), and the total number of sublots used and acceptance criteria adjusted accordingly.

1.4.8.2 Evaluation

Provide all sampling and testing required for acceptance and payment adjustment, including batch tickets with all required acceptance testing. Individuals performing sampling, testing and inspection duties are required to meet the Qualifications. The Government reserves the right to direct additional samples and tests for any area which appears to deviate from the specification requirements. Testing in these areas are in addition to the subplot or lot testing, and the requirements for these areas are the same as those for a subplot or lot. Provide facilities for and, where directed, personnel to assist in obtaining samples for any Government testing.

1.5 DELIVERY, STORAGE, AND HANDLING

1.5.1 Bulk Cementitious Materials

Provide all cementitious materials in bulk at a temperature, as delivered to storage at the site, not exceeding 150 degrees F. Provide sufficient cementitious materials in storage to sustain continuous operation of the concrete mixing plant while the pavement is being placed. Provide separate facilities to prevent any intermixing during unloading, transporting, storing, and handling of each type of cementitious material.

1.5.2 Aggregate Materials

Store aggregate at the site of the batching and mixing plant avoiding breakage, segregation, intermixing or contamination by foreign materials. Store each size of aggregate from each source separately in free-draining stockpiles. Provide a minimum 24 inch thick sacrificial layer left undisturbed for each aggregate stored on ground. Provide free-draining storage for fine aggregate and the smallest size coarse aggregate for at least 24 hours immediately prior to use. Maintain sufficient aggregate at the site at all times to permit continuous uninterrupted operation of the mixing plant at the time concrete pavement is being placed. Do not allow tracked equipment on coarse aggregate stockpiles.

1.5.3 Other Materials

Store reinforcing bars and accessories above the ground on supports. Store all materials to avoid contamination and deterioration.

PART 2 PRODUCTS

2.1 SYSTEM DESCRIPTION

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

2.1.1 Surface Smoothness

Use the straightedge method for transverse testing, longitudinal testing, and at the ends of the paving limits for the project. Smoothness requirements do not apply over crowns, drainage structures, or similar penetration. Maintain detailed notes of the testing results and provide a copy to the Government after each day's testing.

2.1.1.1 Straightedge Testing

Provide the finished surfaces of the pavements with no abrupt change of 1/4 inch or more, and all pavements within the limits specified when checked with an approved 12 foot straightedge. Provide runways and taxiways with a variation from the specified straight edge not greater than 1/8 inch in the longitudinal direction and not greater than 1/4 inch in the transverse direction. Provide all other airfield areas with a variation from a straight edge not greater than 1/4 inch in either the longitudinal or transversedirection.

2.1.1.2 Profilograph Testing

Provide the finished surfaces of the pavements with no abrupt change of 1/4 inch or more, and each 0.1 mile segment of each pavement lot with a Profile Index not greater than specified when tested with an approved California-type profilograph. Provide runways and taxiways with a Profile index not greater than 7 inches per mile in the longitudinal direction. Provide runway and taxiway transverse smoothness measured with the straightedge method and the straightedge requirements apply. Provide all other airfield areas with a Profile Index not greater than 9 inches per mile in the longitudinal direction. Provide roads, streets, tank hardstands, vehicular parking areas and open storage areas with a Profile index not greater than 9 inches per mile in the longitudinal direction.

2.1.1.3 Bumps ("Must Grind" Areas)

Reduce any bumps ("must grind" areas) by diamond grinding areas exceeding the tolerances shown by the straightedge method. Continue diamond grinding until the tolerances for the straightedge test are met. Taper such diamond grinding in all directions to provide smooth transitions to areas not requiring diamond grinding. Perform additional straightedge testing in all areas corrected by diamond grinding.

2.1.1.4 Testing Method

After the concrete has hardened sufficiently to permit walking thereon, but not later than 48 hours after placement, test the entire surface of the pavement in each lot in such a manner as to reveal all surface irregularities exceeding the tolerances specified above. If any pavement areas are diamond ground, retest these areas immediately after diamond grinding. Test the entire area of the pavement in both a longitudinal and a transverse direction on parallel lines. Perform the transverse lines 15 feet or less apart, as directed. Perform the longitudinal lines at the centerline of each paving lane shown on the drawings, regardless of whether multiple lanes are allowed to be paved at the same time, and at the 1/8th point in from each side of the lane. Also test other areas having obvious deviations. Perform longitudinal testing lines continuous across all joints. Perform transverse testing lines for pilot lanes carried to construction joint lines and for fill-in lanes carried 24 inches across construction joints, and the readings in this area applied to the fill-in lane.

2.1.1.4.1 Straightedge Testing

Hold the straightedge in contact with the surface and moved ahead one-half the length of the straightedge for each successive measurement. Determine the amount of surface irregularity by placing the freestanding (unleveled) straightedge on the pavement surface and measuring the maximum gap between the straightedge and the pavement surface. Determine measurements along the entire length of the straight edge.

2.1.1.4.2 Profilograph Testing

Perform profilograph testing using approved California profilograph and procedures described in ASTM E1274. Utilize electronic recording and automatic computerized reduction of data equipment to indicate "must-grind" bumps and the Profile Index for each 0.1 mile segment of the pavement lot. Accommodate grade breaks on aprons and parking lots by breaking the profile segment into short sections and repositioning the blanking band on each section. Provide the "blanking band" of 0.2 inch wide and the "bump template" span 1 inch with an offset of 0.4 inch. Count the profilograph testing of the last 30 feet of a paving lane in the longitudinal direction from each day's paving operation on the following day's continuation lane. Compute the profile index for each pass of the profilograph (3 per lane) in each 0.1 mile segment. The profile index for each segment is the average of the profile indices for each pass in each segment. Scale and proportion profilographs of unequal lengths to an equivalent 0.1 mile as outlined in the ASTM E1274. Provide a copy of the reduced tapes to the Government at the end of each day's testing.

2.1.2 Edge Slump and Joint Face Deformation

2.1.2.1 Edge Slump

When slip-form paving is used, provide a maximum of 15.0 percent of the total free edge of each pavement panel with a maximum edge slump of 6 mm 1/4 inch and none of the free edge of the pavement lot with an edge slump exceeding 9 mm 3/8 inch. (A pavement panel is defined as a lane width by the length between two adjacent transverse contraction joints. The total free edge of the pavement is the cumulative total linear measurement of pavement panel edge originally constructed as non-adjacent to any existing pavement; for example, 30 m 100 feet of pilot lane originally constructed as a separate lane, would have 60 m 200 feet of free edge; 30 m 100 feet of fill-in lane would have no free edge). The area affected by the downward movement of the concrete along the pavement edge is a maximum of 450 mm 18 inches back from the edge.

2.1.2.2 Joint Face Deformation

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

Offset from Straightedge Applied Longitudinally to Pavement Surface (a)	Offset from Straightedge Applied Longitudinally to Vertical Face (b)	Offset from Straightedge Applied Top to Bottom Against the Joint Face (c)	Abrupt Offset in Any Direction (d)	Offset of Joint Face from True Vertical (e)
Airfield Pavement				
1/8 inch	1/4 inch	3/8 inch	1/8 inch	1 inch per 12 inches
All Other Pavements				
1/4 inch	All other items same as airfield pavement			
(a) Measurement is taken by placing the straightedge longitudinally on the pavement surface 25 mm 1 inch from the free edge.				
(b) Measurement is taken by applying the straightedge longitudinally along the vertical joint face.				
(c) Measurement places a 9.5 mm 3/8 inch spacer attached to a straightedge and spaced approximately equal to the thickness of the concrete being measured. The offset from straightedge with spacers is measured by placing the spacers against the top and bottom of the vertical concrete face.				
(d) An abrupt offset in the joint face occurring along a short distance. Check for abrupt offsets at any location that an abrupt offset appears to be a possible issue.				
(e) Measurement of the offset from the joint face to a level in the true vertical position against the joint face.				

2.1.2.3 Slump Determination

Test the pavement surface to determine edge slump immediately after the concrete has hardened sufficiently to permit walking thereon. Perform testing with a minimum 12 foot straightedge to reveal irregularities exceeding the edge slump tolerance specified above. Determine the vertical edge slump at each free edge of each slipformed paving lane constructed. Place the straightedge transverse to the direction of paving and the end of the straightedge located at the edge of the paving lane. Record measurements at 5 to 10 foot spacings, as directed, commencing at the header where paving was started. Initially record measurements at 5 foot intervals in each lane. When no deficiencies are present after 5 measurements, the interval may be increased. The maximum

interval is 10 feet. When any deficiencies exist, return the interval to 5 feet. In addition to the transverse edge slump determination above, at the same time, record the longitudinal surface smoothness of the joint on a continuous line 1 inch back from the joint line using the minimum 12 foot straightedge advanced one-half its length for each reading. Perform other tests of the exposed joint face to ensure that a uniform, true vertical joint face is attained. Properly reference all recorded measurements in accordance with paving lane identification and stationing, and a report submitted within 24 hours after measurement is made. Identify areas requiring replacement within the report.

2.1.2.4 Excessive Edge Slump

When edge slump exceeding the limits specified above is encountered on either side of the paving lane, record additional straightedge measurements to define the linear limits of the excessive slump. Remove and replace concrete slabs having excessive edge slump or joint deformation to the next transverse joint in conformance with paragraph REPAIR, REMOVAL AND REPLACEMENT OF NEWLY CONSTRUCTED SLABS. Discontinue use of slip-form paving equipment and procedures that fail to consistently provide edges within the specified tolerances on edge slump and joint face deformation standard paving procedures using fixed forms.

2.1.3 Plan Grade

Within 5 days after paving of each lot, test the finished surface of the pavement area by running lines of levels at intervals corresponding with every longitudinal and transverse joint to determine the elevation at each joint intersection. Record the results of this survey and provide a copy to the Government at the completion of the survey of each lot. Provide finished surfaces of all airfield pavements that vary less than 1/2 inch above or below the plan grade line or elevation indicated. The above deviations from the approved grade line and elevation are not permitted in areas where closer conformance with the planned grade and elevation is required for the proper functioning of appurtenant structures. Provide finished surfaces of new abutting pavements that coincide at their juncture. Provide horizontal control of the finished surfaces of all airfield pavements that vary not more than 1/2 inch from the plan alignment indicated.

2.1.4 Flexural Strength

Submit certified copies of laboratory test reports and sources for cement, supplementary cementitious materials (SCM), aggregates, admixtures, curing compound, epoxy, and proprietary patching materials proposed for use on this project. Perform all aggregate tests no earlier than 6 months prior to contract award. Each lot of pavement will be evaluated for acceptance in accordance with the following procedures.

2.1.4.1 Sampling and Testing

For acceptance, obtain one composite sample of concrete from each subplot in accordance with ASTM C172/C172M from one batch or truckload. Fabricate and cure test beams 6 x 6 inches in accordance with ASTM C31/C31M; and tested in accordance with ASTM C78/C78M.

2.1.4.2 Computations

Average the eight 14-day strength tests for the lot. Use the average

strength in accordance with paragraph CONCRETE STRENGTH FOR FINAL ACCEPTANCE in PART 2.

2.1.5 Thickness

Each lot of pavement will be evaluated for acceptance and payment adjustment in accordance with the following procedure. Drill two cores, between 4 and 6 inches in diameter, from the pavement, per subplot (8 per lot). Drill the cores within 3 days after lot placement, filling the core holes with an approved non-shrink concrete, respraying the cored areas with curing compound, and for measuring the cores. Inspect each core for voids, thickness of paste on the surface, and depth of reinforcement (if required). Provide the results with the thickness measurement data. Record eight measurements of thickness around the circumference of each core and one in the center, in accordance with ASTM C174/C174M. Average the pavement thickness from the 8 cores for the lot and evaluate as described in paragraph PAYMENT ADJUSTMENT FOR THICKNESS above.

2.1.6 Evaluation of Cores

Record and submit testing, inspection, and evaluation of each core for surface paste, uniformity of aggregate distribution, segregation, voids, cracks, and depth of reinforcement or dowel (if present). Moisten the core with water to visibly expose the aggregate and take a minimum of three photographs of the sides of the core, rotating the core approximately 120 degrees between photographs. Include a ruler for scale in the photographs. Provide plan view of location for each core.

2.1.7 Diamond Grinding of PCC Surfaces

Those performing diamond grinding are required to have a minimum of three years experience in diamond grinding of airfield pavements. In areas not meeting the specified limits for surface smoothness and plan grade, reduce high areas to attain the required smoothness and grade, except as depth is limited below. Reduce high areas by diamond grinding the hardened concrete with an approved equipment after the concrete is at a minimum age of 14 days. Perform diamond grinding by sawing with an industrial diamond abrasive which is impregnated in the saw blades. Assemble the saw blades in a cutting head mounted on a machine designed specifically for diamond grinding that produces the required texture and smoothness level without damage to the concrete pavement or joint faces. Provide diamond grinding equipment with saw blades that are 1/8-inch wide, a minimum of 60 blades per 12 inches of cutting head width, and capable of cutting a path a minimum of 3 ft wide. Diamond grinding equipment that causes ravels, aggregate fractures, spalls or disturbance to the pavement including the joints is not permitted. The maximum depth of diamond grinding is 1/4 inch. Provide diamond grinding machine equipped to flush and vacuum the pavement surface. Dispose of all debris from diamond grinding operations off Government property. The maximum area corrected by diamond grinding the surface of the hardened concrete is 10 percent of the total area of any subplot. Prior to diamond grinding, submit a Diamond Grinding Plan for review and approval. At a minimum, include the daily reports for the deficient areas, the location and extent of deficiencies, corrective actions, and equipment. Remove and replace all pavement areas requiring plan grade or surface smoothness corrections in excess of the limits specified above in conformance with paragraph REPAIR, REMOVAL AND REPLACEMENT OF NEWLY CONSTRUCTED SLABS. All

areas in which diamond grinding has been performed are subject to the thickness tolerances specified in paragraph THICKNESS, above.

Prior to production diamond grinding operations, perform a test section at the approved location. Perform a test section that consists of a minimum of two adjacent passes with a minimum length of 40 feet to allow evaluation of the finish, transition between adjacent passes, and the results of crossing a transverse joint. Production diamond grinding operations are not to be performed prior to approval.

2.2 CEMENTITIOUS MATERIALS

Provide cementitious materials consisting of portland cement, blended cement or only portland cement in combination with supplementary cementitious materials (SCM), that conform to appropriate specifications listed below. New submittals are required when the cementitious materials sources or types change.

2.2.1 Portland Cement

Provide portland cement conforming to ASTM C150/C150M, Type II, low alkali including false set requirements.

2.2.2 Blended Cements

Provide blended cement conforms to ASTM C595/C595M, Type IP or IS, including the optional requirement for mortar expansion and sulfate soundness. Provide pozzolan added to the Type IP blend consisting of ASTM C618 Class F or Class N and that is interground with the cement clinker. Include in written statement from the manufacturer that the amount of pozzolan in the finished cement does not vary more than plus or minus 5 mass percent of the finished cement from lot to lot or within a lot. The percentage and type of mineral admixture used in the blend are not allowed to change from that submitted for the aggregate evaluation and mixture proportioning. The requirements of Table 2 in paragraph SUPPLEMENTARY CEMENTITIOUS MATERIALS (SCM) CONTENT do not apply to the SCM content of blended cement.

2.2.3 Pozzolan

NOTE: If 01 33 29 is incorporated in the specifications, select that option below. If not, select the option for 01 57 19.

NOTE: Ground granulated blast furnace slag is likely more compliant with life cycle impact criteria for environmentally preferable purchasing than are coal derivatives such as fly ash, cenospheres, and silica fume.

Provide products and documentation in accordance with Section [01 33 29 SUSTAINABILITY REPORTING][01 57 19 TEMPORARY ENVIRONMENTAL CONTROLS] paragraph RECYCLED CONTENT. For more information see <https://sftool.gov/greenprocurement/green-products/16/roadway-construction/29/cement-concrete/0?addon=False> and <https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program>.

2.2.3.1 Fly Ash

Provide fly ash that conforms to ASTM C618, Class F, including the optional requirements for uniformity and effectiveness in controlling Alkali-Silica reaction with a loss on ignition not exceeding 3 percent. Provide Class F fly ash for use in mitigating Alkali-Silica Reactivity with a total equivalent alkali content less than 3 percent.

2.2.3.2 Raw or Calcined Natural Pozzolan

Provide natural pozzolan that is raw or calcined and conforms to ASTM C618, Class N, including the optional requirements for uniformity and effectiveness in controlling Alkali-Silica reaction with a loss on ignition not exceeding 3 percent. Provide Class N pozzolan for use in mitigating Alkali-Silica Reactivity with a total equivalent alkali content less than 3 percent.

2.2.3.3 Ultra Fine Fly Ash and Ultra Fine Pozzolan

Provide Ultra Fine Fly Ash (UFFA) and Ultra Fine Pozzolan (UFP) that conforms to ASTM C618, Class F or N, and the following additional requirements:

- a. The strength activity index at 28 days of age of at least 95 percent of the control specimens.
- b. The average particle size not exceeding 6 microns.

2.2.4 Slag Cement

 NOTE: If 01 33 29 is incorporated in the specifications, select that option below. If not, select the option for 01 57 19.

 NOTE: Ground granulated blast furnace slag is likely more compliant with life cycle impact criteria for environmentally preferable purchasing than are coal derivatives such as fly ash, cenospheres, and silica fume.

Provide products and documentation in accordance with Section [01 33 29 SUSTAINABILITY REPORTING][01 57 19 TEMPORARY ENVIRONMENTAL CONTROLS] paragraph RECYCLED CONTENT. For more information see <https://sftool.gov/greenprocurement/green-products/16/roadway-construction/29/cement-concrete/0?addon=False> and <https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program>.

Provide slag cement (ground-granulated blast-furnace slag) that conforms to ASTM C989/C989M, Grade 100 or Grade 120.

2.2.5 Supplementary Cementitious Materials (SCM) Content

Use of one of the SCMs listed below is optional, unless the SCM is required to mitigate ASR. The use of SCMs is encouraged in accordance with Section 01 33 29 SUSTAINABILITY REPORTING.

TABLE 2 SUPPLEMENTARY CEMENTITIOUS MATERIALS CONTENT		
Supplementary Cementitious Material	Minimum Content (percent)	Maximum Content (percent)
Class N Pozzolan and Class F Fly Ash		
SiO ₂ + Al ₂ O ₃ + Fe ₂ O ₃ > 70 percent	25	35
SiO ₂ + Al ₂ O ₃ + Fe ₂ O ₃ > 80 percent	20	35
SiO ₂ + Al ₂ O ₃ + Fe ₂ O ₃ > 90 percent	15	35
UFFA and UFP	7	16
Slag Cement	40	50

2.3 AGGREGATES

2.3.1 Aggregate Sources

2.3.1.1 Durability of Coarse Aggregate

Provide aggregate with a satisfactory service record in freezing and thawing of at least 5 years successful service in three concrete paving projects. Include a condition survey of the existing concrete and a review of the concrete-making materials, including coarse aggregates, cement, and mineral admixtures in the service record. Consider the previous aggregate source and test results, cement mill certificate data, mineral admixture chemical and physical composition, and the mix design (cement factor and water-cementitious material ratio) in the review. Provide service record performed by an independent third party professional engineer, petrographer, or concrete materials engineer along with their resume. Include photographs and a written report addressing D-cracks and popouts in accordance with ACI 201.1R in the service record. Provide coarse aggregate with a durability factor of 80 or more when subjected to freezing and thawing of specimens prepared in accordance with ASTM C1646/C1646M and tested in accordance with ASTM C666/C666M, Procedure A, when a coarse aggregate size group or source proposed for use does not have a satisfactory demonstrable service record. Test all coarse aggregate size groups and sources proposed for use individually.

2.3.1.2 Alkali-Silica Reactivity

Evaluate and test fine and coarse aggregates to be used in all concrete for alkali-aggregate reactivity. Test all size groups and sources proposed for use.

- a. Evaluate the fine and coarse aggregates separately, using ASTM C1260. Reject individual aggregates with test results that indicate an expansion of greater than 0.08 percent after 28 days of immersion in 1N NaOH solution, or perform additional testing as follows: utilize the proposed low alkali portland cement, blended cement, and SCM, or Lithium Nitrate in combination with each individual aggregate. If only SCMs are being evaluated, test in accordance with ASTM C1567. If Lithium Nitrate is being evaluated, with or without SCMs, test in

accordance with COE CRD-C 662. Determine the quantity that meets all the requirements of these specifications and that lowers the expansion equal to or less than 0.08 percent after 28 days of immersion in a 1N NaOH solution. Base the mixture proportioning on the highest percentage of SCM required to mitigate ASR-reactivity.

- b. If any of the above options does not lower the expansion to less than 0.08 percent after 28 days of immersion in a 1N NaOH solution, reject the aggregate(s) and submit new aggregate sources for retesting. Submit the results of testing for evaluation and acceptance.

2.3.1.3 Combined Aggregate Gradation

In addition to the grading requirements specified for coarse aggregate and for fine aggregate, provide the combined aggregate grading meeting the following requirements:

- a. Provide materials selected and the proportions used such that when the Coarseness Factor (CF) and the Workability Factor (WF) are plotted on a diagram as described in d. below, the point and its associated production tolerance thus determined falls within the parallelogram described therein. Refer to AF ETL 97-5 for combined aggregate plot area recommendations for the intended placement technique(s).
- b. Determine the Coarseness Factor (CF) from the following equation: CF
$$= \frac{\text{(cumulative percent retained on the 3/8 inch sieve)} (100)}{\text{(cumulative percent retained on the No. 8 sieve)}}$$
- c. The Workability Factor (WF) is defined as the percent passing the No. 8 sieve based on the combined gradation. Adjust the WF, prorated upwards only, by 2.5 percentage points for each 94 pounds of cementitious material per cubic yard greater than 564 pounds per cubic yard.
- d. Plot a diagram using a rectangular scale with WF on the Y-axis with units from 20 (bottom) to 45 (top), and with CF on the X-axis with units from 80 (left side) to 30 (right side). On this diagram, plot a parallelogram with corners at the following coordinates (CF-75, WF-28), (CF-75, WF-40), (CF-45, WF-32.5), and (CF-45, WF-44.5). If the point determined by the intersection of the computed CF and WF does not fall within the above parallelogram, revise the grading of each size of aggregate used and the proportions selected as necessary.
- e. Plot the associated production tolerance limits, identified in Table 6, around the CF and adjusted WF point.

2.3.2 Coarse Aggregate

2.3.2.1 Material Composition

Provide coarse aggregate consisting of crushed or uncrushed gravel, crushed stone, or a combination thereof. Provide aggregates, as delivered to the mixers, consisting of clean, hard, uncoated particles meeting the requirements of ASTM C33/C33M except as specified herein.

Provide coarse aggregate that has been washed sufficient to remove dust and other coatings. Provide coarse aggregate with no more than 40 percent loss when subjected to the Los Angeles abrasion test in accordance with ASTM C131/C131M. Provide coarse aggregates with a maximum sodium sulfate soundness loss of 12 percent, or with a magnesium sulfate soundness loss of 18 percent after five cycles when tested in accordance with ASTM C88.

2.3.2.2 Particle Shape Characteristics

Provide particles of the coarse aggregate that are generally spherical or cubical in shape. The quantity of flat particles and elongated particles in any size group coarser than the 3/8 inch sieve are not allowed to exceed 20 percent by weight as determined by the Flat Particle Test and the Elongated Particle Test of ASTM D4791. A flat particle is defined as one having a ratio of width to thickness greater than 3; an elongated particle is one having a ratio of length to width greater than 3.

2.3.2.3 Size and Grading

Provide coarse aggregate with a nominal maximum size of 1.5 inches.

and provide the individual aggregates in two size groups meeting the individual grading requirements of ASTM C33/C33M, Size No. 4 (1.5 to 0.75 inch) and Size No. 67 (0.75 inch to No. 4) to meet the coarseness and workability factor criteria for the proposed combined gradation. A third aggregate size group may be required to meet the above mentioned coarseness and workability criteria of paragraph COMBINED AGGREGATE GRADATION.

2.3.2.4 Deleterious Materials - Airfield Pavements

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

TABLE 5	
LIMITS OF DELETERIOUS MATERIALS IN COARSE AGGREGATE FOR AIRFIELD PAVEMENTS	
Percentage by Mass	
Materials (h)	Severe Weather
Clay lumps and friable particles (ASTM C142/C142M)	0.2
Shale (a) (ASTM C295/C295M)	0.1
Material finer than No. 200 sieve (b) (ASTM C117)	0.5
TABLE 5	
TABLE 5	
LIMITS OF DELETERIOUS MATERIALS IN COARSE AGGREGATE FOR AIRFIELD PAVEMENTS	
Percentage by Mass	

Materials (h)	Severe Weather
Lightweight particles (c) (ASTM C123/C123M)	0.2
Clay ironstone (d) (ASTM C295/C295M)	0.1
Chert and cherty stone (less than 2.40 Sp. Gr.) (e) (ASTM C123/C123M and ASTM C295/C295M)	0.1
Claystone, mudstone, and siltstone (f) (ASTM C295/C295M)	0.1
Shaly and argillaceous limestone (g)	0.2
Other soft particles (COE CRD-C 130)	1.0
Total of all deleterious substances exclusive of material finer than No. 200 sieve	1.0
<p>(a) Shale is defined as a fine-grained, thinly laminated or fissile sedimentary rock. It is commonly composed of clay or silt or both. It has been indurated by compaction or by cementation, but not so much as to have become slate.</p>	
<p>(b) Limit for material finer than No. 200 sieve is allowed to be increased to 1.5 percent for crushed aggregates if the fine material consists of crusher dust that is essentially free from clay or shale. Use XRD or other appropriate techniques as determined by petrographer to quantify amount and justify increase.</p>	
<p>(c) Test with a separation medium with a density of Sp. Gr. of 2.0. This limit does not apply to coarse aggregate manufactured from blast-furnace slag unless contamination is evident.</p>	
<p>(d) Clay ironstone is defined as an impure variety of iron carbonate, iron oxide, hydrous iron oxide, or combinations thereof, commonly mixed with clay, silt, or sand. It commonly occurs as dull, earthy particles, homogeneous concretionary masses, or hard-shell particles with soft interiors. Other names commonly used for clay ironstone are "chocolate bars" and limonite concretions.</p>	
<p>(e) Chert is defined as a rock composed of quartz, chalcedony or opal, or any mixture of these forms of silica. It is variable in color. The texture is so fine that the individual mineral grains are too small to be distinguished by the unaided eye. Its hardness is such that it scratches glass but is not scratched by a knife blade. It may contain impurities such as clay, carbonates, iron oxides, and other minerals. Cherty stone is defined as any type of rock (generally limestone) that contains chert as lenses and nodules, or irregular masses partially or completely replacing the original stone.</p>	
<p>(f) Claystone, mudstone, or siltstone, is defined as a massive fine-grained sedimentary rock that consists predominantly of indurated clay or silt without laminations or fissility. It may be indurated either by compaction or by cementation.</p>	

(g) Shaly limestone is defined as limestone in which shale occurs as one or more thin beds or laminae. These laminae may be regular or very irregular and may be spaced from a few inches down to minute fractions of an inch. Argillaceous limestone is defined as a limestone in which clay minerals occur disseminated in the stone in the amount of 10 to 50 percent by weight of the rock; when these make up from 50 to 90 percent, the rock is known as calcareous (or dolomitic) shale (or claystone, mudstone, or siltstone).

h) Perform testing in accordance with the referenced test methods, except use the minimum sample size specified below.

2.3.2.5 Testing Sequence for Deleterious Materials in Coarse Aggregate - Airfields Only

No extension of time or additional payment due to any delays caused by the testing, evaluation, or personnel requirements is allowed. The minimum test sample size of the coarse aggregate is 200 pounds for the 3/4 inch and larger maximum size and 25 pounds for the No. 4 to 3/4 inch coarse aggregate. Provide facilities for the ready procurement of representative test samples. The testing procedure on each sample of coarse aggregate for compliance with limits on deleterious materials is as follows:

Step 1: Wash each full sample of coarse aggregate for material finer than the No. 200 sieve. Discard material finer than the No. 200 sieve.

Step 2: Test remaining full sample for clay lumps and friable particles and remove.

Step 3. Test remaining full sample for chert and cherty stone with SSD density of less than 2.40 specific gravity. Remove lightweight chert and cherty stone. Retain other materials less than 2.40 specific gravity for Step 4.

Step 4: Test the materials less than 2.40 specific gravity from Step 3 for lightweight particles (Sp. Gr. 2.0) and remove. Restore other materials less than 2.40 specific gravity to the sample.

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

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

2.3.2.6 Deleterious Material - Road Pavements

The amount of deleterious material in each size group of coarse aggregate is not to exceed the limits in the following table when tested as indicated.

Percentage by Mass	
Clay lumps and friable particles (ASTM C142/C142M)	2.0
Material finer than 0.075 mm No. 200 sieve (ASTM C117)	1.0
Lightweight particles (ASTM C123/C123M)	1.0
Other soft particles (COE CRD-C 130)	2.0
Total of all deleterious substances, exclusive of material finer than 0.075 mm No. 200 sieve	5.0

The limit for material finer than the 0.075 mm No. 200 sieve is allowed to be increased to 1.5 percent for crushed aggregates consisting of crusher dust that is essentially free from clay or shale. Use a separation medium for lightweight particles with a density of 2.0 specific gravity. This limit does not apply to coarse aggregate manufactured from blast-furnace slag unless contamination is evident.

2.3.3 Fine Aggregate

2.3.3.1 Composition

Provide fine aggregate consisting of natural sand, manufactured sand, or a combination of the two, and composed of clean, hard, durable particles meeting the requirements of ASTM C33/C33M. Stockpile and batch each type of fine aggregate separately. Provide fine aggregate with particles that are generally spherical or cubical in shape.

2.3.3.2 Grading

Provide fine aggregate, as delivered to the mixer, with a grading that conforms to the requirements of ASTM C33/C33M and having a fineness modulus of not less than 2.50 nor more than 3.40.

2.3.3.3 Deleterious Material

The minimum test sample size for fine aggregate proposed for use in airfield paving is 10 pounds. The amount of deleterious material in the fine aggregate is not to exceed the following limits by mass:

Material	Percentage by Mass
Clay lumps and friable particles ASTM C142/C142M	1.0
Material finer than No. 200 sieve ASTM C117	3.0
Lightweight particles ASTM C123/C123M using a medium with a density of Sp. Gr. of 2.0	0.5
Total of all above	3.0

2.4 CHEMICAL ADMIXTURES

2.4.1 General Requirements

Chemical admixtures may only be used when the specific admixture type and manufacturer is the same material used in the mixture proportioning studies.

Provide air-entraining admixture conforming to ASTM C260/C260M.

An accelerating admixture conforming to ASTM C494/C494M, Type C, may be used only when specified in paragraph MIXTURE PROPORTIONS below provided it is not used to reduce the amount of cementitious material.

Calcium chloride and admixtures containing calcium chloride are not allowed.

Provide retarding or water-reducing admixture that meet the requirements of ASTM C494/C494M, Type A, B, or D, except that the 6-month and 1-year compressive strength tests are waived. ASTM C494/C494M, Type F and G high range water reducing admixtures and Type S specific performance admixtures are not allowed.

ASTM C1017/C1017M flowable admixtures are not allowed.

2.4.2 Lithium Nitrate

Provide lithium admixture that consists of a nominal 30 percent aqueous solution of Lithium Nitrate, with a density of 10 pounds per gallon, with the approximate chemical form as shown below:

Constituent	Limit (Percent by Mass)
LiNO ₃ (Lithium Nitrate)	30 plus or minus 0.5
SO ₄ ⁻² (Sulfate Ion)	0.1 (max)
Cl ⁻ (Chloride Ion)	0.2 (max)
Na ⁺ (Sodium Ion)	0.1 (max)
K ⁺ (Potassium Ion)	0.1 (max)

Provide the services of a manufacturer's technical representative experienced in dispensing, mixing, proportioning, placement procedures and curing of concrete containing lithium nitrate, at no expense to the Government. This representative is required to be present on the project prior to and during at least the first two days of placement using lithium nitrate.

2.5 MEMBRANE FORMING CURING COMPOUND

Provide membrane forming curing compound that conforms to COE CRD-C 300 and is white pigmented.

2.6 WATER

Provide water for mixing and curing that is fresh, clean, potable, and free of injurious amounts of oil, acid, salt, or alkali, except that non-potable water, or water from concrete production operations, may be used if it meets the requirements of ASTM C1602/C1602M.

2.7 JOINT MATERIALS

2.7.1 Expansion Joint Material

Provide preformed expansion joint filler material conforming to ASTM D1751 or ASTM D1752 Type II or III. Provide expansion joint filler that is 3/4 inch thick, unless otherwise indicated, and provided in a single full depth piece.

2.7.2 Slip Joint Material

Provide slip joint material that is 1/4 inch thick expansion joint filler, unless otherwise indicated, conforming to paragraph EXPANSION JOINT MATERIAL.

2.8 REINFORCING

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

2.8.1 Reinforcing Bars and Bar Mats

Provide reinforcing bars conforming to ASTM A615/A615M, Grade 60 or billet-steel ASTM A996/A996M, rail and axle steel, Grade 60. Provide bar mats conforming to ASTM A184/A184M. The bar members may be billet rail or axle steel.

2.8.2 Welded Wire Reinforcement

Provide welded wire reinforcement that is deformed or smooth, conforming to ASTM A1064/A1064M or ASTM A185/A185M, and is provided in flat sheets.

2.9 DOWELS AND TIE BARS

2.9.1 Dowels

Provide dowels in single piece bars fabricated or cut to length at the shop or mill before delivery to the site. Dowels are to be free of loose, flaky rust and loose scale and be clean and straight. Dowels may be sheared to length provided that the deformation from true shape caused by shearing does not exceed 0.04 inch on the diameter of the dowel and does not extend more than 0.04 inch from the end of the dowel. Dowels are required to be plain (non-deformed) steel bars conforming to ASTM A615/A615M, Grade 40 or 60; ASTM A996/A996M, Grade 50 or 60. Dowel bars are required to be epoxy coated in conformance with ASTM A775/A775M, to include the ends. Provide grout retention rings that are fully circular metal or plastic devices capable of supporting the dowel until the epoxy hardens. Dowel sleeves or inserts are not permitted.

2.9.2 Dowel Bar Assemblies

Provide dowel bar assemblies that consist of a framework of metal bars or wires arranged to provide rigid support for the dowels throughout the paving operation, with a minimum of four continuous bars or wires extending along the joint line. Provide dowels that are welded to the assembly or held firmly by mechanical locking arrangements that prevent them from rising, sliding out, or becoming distorted during paving operations.

2.9.3 Tie Bars

Provide tie bars that are deformed steel bars conforming to ASTM A615/A615M, or ASTM A996/A996M, Grade 60, and of the sizes and dimensions indicated. Deformed rail steel bars and high-strength billet or axle steel bars, Grade 50 or higher, are not allowed to be used for bars that are bent and straightened during construction.

2.10 EPOXY RESIN

Provide epoxy-resin materials that consist of two-component materials conforming to the requirements of ASTM C881/C881M, Class as appropriate for each application temperature to be encountered, except that in addition, the materials meet the following requirements:

- a. Material for use for embedding dowels and anchor bolts be Type IV, Grade 3.
- b. Material for use as patching materials for complete filling of spalls and other voids and for use in preparing epoxy resin mortar be Type III, Grade as approved.
- c. Material for use for injecting cracks be Type IV, Grade 1.
- d. Material for bonding freshly mixed portland cement concrete or mortar or freshly mixed epoxy resin concrete or mortar to hardened concrete be Type V, Grade as approved.

2.11 EQUIPMENT

All plant, equipment, tools, and machines used in the work are required to be maintained in satisfactory working conditions at all times. Submit the following:

- a. Details and data on the batching and mixing plant prior to plant assembly including manufacturer's literature showing that the equipment meets all requirements specified herein.
- b. Obtain National Ready Mixed Concrete Association (NRMCA) certification of the concrete plant, at no expense to the Government. Provide inspection report of the concrete plant by an engineer approved by the NRMCA. A list of NRMCA approved engineers is available on the NRMCA website at <http://www.nrmca.org>. Submit a copy of the NRMCA QC Manual Section 3 Concrete Plant Certification Checklist, NRMCA Certificate of Conformance, and Calibration documentation on all measuring and weighing devices prior to uniformity testing.
- c. A description of the equipment proposed for transporting concrete

mixture from the central mixing plant to the paving equipment.

- d. A description of the equipment proposed for the machine and hand placing, consolidating and curing of the concrete mixture. Manufacturer's literature on the paver and finisher, together with the manufacturer's written instructions on adjustments and operating procedures necessary to assure a tight, smooth surface on the concrete pavement. The literature is required to show that the equipment meets all details of these specifications. Include detailed information on automatic laser controlled systems if proposed for use.

2.11.1 Batching and Mixing Plant

2.11.1.1 Location

Locate the batching and mixing plant off Government premises no more than 30 minutes haul time from the placing site. Provide operable telephonic or radio communication between the plant and the placing site at all times concreting is taking place.

2.11.1.2 Type and Capacity

Provide a batching and mixing plant consisting of a stationary-type central mix plant, including permanent installations and portable or relocatable plants installed on stable foundations. Provide a plant designed and operated to produce concrete within the specified tolerances, with a minimum capacity of 250 cubic yards per hour, that conforms to the requirements of NRMCA QC 3 including provisions addressing:

1. Material Storage and Handling
2. Batching Equipment
3. Central Mixer
4. Ticketing System
5. Delivery System

2.11.1.3 Tolerances

Materials	Percentage of Required Mass
Cementitious Materials	plus or minus 1
Aggregate	plus or minus 2
Water	plus or minus 1
Admixture	plus or minus 3

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

2.11.1.4 Moisture Control

Provide a plant capable of ready adjustment to compensate for the varying moisture contents of the aggregates and to change the quantities of the

materials being batched.

2.11.2 Concrete Mixers

Provide stationary or truck mixers that are capable of combining the materials into a uniform mixture and of discharging this mixture without segregation. Do not charge the mixers in excess of the capacity recommended by the manufacturer. Operate the mixers at the drum or mixing blade speed designated by the manufacturer. Maintain the mixers in satisfactory operating condition, with the mixer drums kept free of hardened concrete. Replace mixer blades or paddles when worn down more than 10 percent of their depth when compared with the manufacturer's dimension for new blades or paddles.

2.11.2.1 Stationary

Stationary mixers are required to be drum or pan mixers. Provide mixers with an acceptable device to lock the discharge mechanism until the required mixing time has elapsed.

2.11.2.2 Mixing Time and Uniformity for Stationary Mixers

For stationary mixers, before uniformity data are available, the minimum mixing time for each batch after all solid materials are in the mixer, provided that all of the mixing water is introduced before one-fourth of the mixing time has elapsed, is 1 minute for mixers having a capacity of 1 cubic yard. For mixers of greater capacity, increase this minimum time by 20 seconds for each additional 1.33 cubic yard or fraction thereof. After results of uniformity tests are available, the mixing time may be reduced to the minimum time required to meet uniformity requirements; but if uniformity requirements are not being met, increase the mixing time as directed. Perform mixer performance tests at new mixing times immediately after any change in mixing time or volume. Conduct the Regular Test sequence for initial determination of the mixing time or as directed. When regular testing is performed, the concrete is required to meet the limits of any five of the six uniformity requirements listed in Table 1 below.

2.11.2.3 Abbreviated Test

Conduct the Abbreviated Test sequence for production concrete verification at the frequency specified in Table 6. When abbreviated testing is performed, the concrete is required to meet only those requirements listed for abbreviated testing. Use the projects approved mix design proportions for uniformity testing. For regular testing perform all six tests on three batches of concrete. The range for regular testing is the average of the ranges of the three batches. Abbreviated testing consists of performing the three required tests on a single batch of concrete. The range for abbreviated testing is the range for one batch. If more than one mixer is used and all are identical in terms of make, type, capacity, condition, speed of rotation, the results of tests on one of the mixers apply to the others, subject to the approval. Perform all mixer performance (uniformity) testing in accordance with COE CRD-C 55 and with paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL DURING CONSTRUCTION in PART 3.

TABLE 1 UNIFORMITY REQUIREMENTS--STATIONARY MIXERS
--

Parameter	Regular Tests Allowable Maximum Range for Average of 3 Batches	Abbreviated Tests Allowable Maximum Range for 1 Batch
Unit weight of air-free mortar	2.0 pounds per cubic foot	2.0 pounds per cubic foot
Air content	1.0 percent	--
Slump	1.0 inch	1.0 inch
Coarse aggregate	6.0 percent	6.0 percent
Compressive strength at 7 days	10.0 percent	10.0 percent
Water content	1.5 percent	

2.11.2.4 Truck

Provide only truck mixers designed for mixing or transporting paving concrete with extra large blading and rear opening specifically for low-slump paving concrete. Provide truck mixers, the mixing of concrete therein, and concrete uniformity and testing thereof that conform to the requirements of ASTM C94/C94M. Determine the number of revolutions between 70 to 100 for truck-mixed concrete and the number of revolutions for shrink-mixed concrete by uniformity tests as specified in ASTM C94/C94M and in requirements for mixer performance stated in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL DURING CONSTRUCTION in PART 3. If requirements for the uniformity of concrete are not met with 100 revolutions of mixing after all ingredients including water are in the truck mixer drum, discontinue use of the mixer until the condition is corrected. Water is not allowed to be added after the initial introduction of mixing water except, when on arrival at the job site, the slump is less than specified and the water-cement ratio is less than that given as a maximum in the approved mixture. Additional water may be added to bring the slump within the specified range provided the approved water-cement ratio is not exceeded. Inject water into the head of the mixer (end opposite the discharge opening) drum under pressure, and turn the drum or blades a minimum of 30 additional revolutions at mixing speed. The addition of water to the batch at any later time is not allowed. Perform mixer performance (uniformity) tests for truck mixers in accordance with ASTM C94/C94M.

2.11.3 Transporting Equipment

Transport fixed form concrete in approved truck mixers designed with extra large blading and rear opening specifically for low slump concrete. Provide transporting equipment designed and operated to deliver and discharge the required concrete mixture completely without segregation.

2.11.4 Transfer and Spreading Equipment

Provide equipment for transferring concrete from the transporting equipment to the paving lane in front of the paver that is specially manufactured, self-propelled transfer equipment which accepts the concrete outside the paving lane, transfers, and spreads it evenly across

the paving lane in front of the paver and strike off the surface evenly to a depth which permits the paver to operate efficiently.

2.11.5 Paver-Finisher

Provide paver-finisher consisting of a heavy-duty, self-propelled machine designed specifically for paving and finishing high quality pavement, with a minimum weight of 2200 pounds per foot of lane width, and powered by an engine having a minimum 6.0 horsepower per foot of lane width. The paver-finisher is required to spread, consolidate, and shape the plastic concrete to the desired cross section in one pass. The mechanisms for forming the pavement are required to be easily adjustable in width and thickness and for required crown. In addition to other spreaders required by paragraph above, the paver-finisher equipped with a full width knock-down auger or paddle mechanism, capable of operating in both directions, which evenly spreads the fresh concrete in front of the screed or extrusion plate.

As an alternative heavy duty vibratory truss screeds may be used for concrete placement.

2.11.5.1 Vibrators

Provide gang mounted immersion vibrators at the front of the paver on a frame equipped with suitable controls so that all vibrators can be operated at any desired depth within the slab or completely withdrawn from the concrete, as required. Provide vibrators that are automatically controlled to immediately stop as forward motion of the paver ceases. Equip the paver-finisher with an electronic vibrator monitoring device displaying the operating frequency of each individual internal vibrator with a readout display visible to the paver operator that operates continuously while paving, and displays all vibrator frequencies with manual or automatic sequencing among all individual vibrators. Discontinue paving if the vibrator monitoring system fails to operate properly during the paving operation. Provide the spacing of the immersion vibrators across the paving lane as necessary to properly consolidate the concrete, with a maximum clear distance between vibrators of 30 inches and outside vibrators a maximum of 12 inches from the lane edge. Operate spud vibrators at a minimum frequency of 8000 impulses per minute and a minimum amplitude of 0.03 inch, as determined by COE CRD-C 521. For heavy duty vibratory truss screeds, spud vibrators shall be operated from a work bridge in front of the screed.

2.11.5.2 Screed or Extrusion Plate

The screed shall strike off the surface of the concrete from the top of the form in one pass, multiple passes of the screed are not allowed. The screed shall smooth the surface and shall so finish the surface that no significant amount of hand finishing, except use of cutting straightedges, is required. The entire machine shall provide adjustment for variation in lane width or thickness and to prevent more than 8 inches of the screed or extrusion plate extending over previously placed concrete on either end when paving fill-in lanes. Machines that cause displacement of properly installed forms and machines that cause frequent delays due to mechanical failures shall be replaced as directed.

2.11.5.3 Longitudinal Mechanical Float

A longitudinal mechanical float may be used. If used, provide a float

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

2.11.5.4 Other Types of Finishing Equipment

Clary screeds, laser screeds, rotating tube floats, or bridge deck finishers are **not** allowed.

2.11.5.5 Fixed Forms

Provide paver-finisher equipped with wheels designed to ride the forms, keep it aligned with the forms, and spread the load so as to prevent deformation of the forms. Provide paver-finishers traveling on guide rails located outside the paving lane that are equipped with wheels when traveling on new or existing concrete to remain.

2.11.6 Curing Equipment

Equipment for applying membrane-forming curing compound shall use compressed air supplied by a mechanical air compressor. Calibrate the spraying system in accordance with ASTM D2995, Method A, for the rate of application required in paragraph: MEMBRANE CURING. If the curing equipment fails to apply an even coating of compound at the specified rate, it shall immediately be replaced.

2.11.7 Texturing Equipment

Provide texturing equipment as specified below. Before use, demonstrate the texturing equipment on a test section, and modify the equipment as necessary to produce the texture directed.

2.11.7.1 Burlap Drag

Securely attach a burlap drag to a separate wheel mounted frame spanning the paving lane or to one of the other similar pieces of equipment. Provide length of the material between 24 to 36 inches dragging flat on the pavement surface. Provide burlap drag with a width at least equal to the width of the slab. Provide clean, reasonably new burlap material, completely saturated with water before attachment to the frame, always resaturated before start of use, and kept clean and saturated during use. Provide burlap conforming to AASHTO M 182, Class 3 or 4.

2.11.8 Sawing Equipment

Provide equipment for sawing joints and for other similar sawing of concrete consisting of standard diamond-type concrete saws mounted on a wheeled chassis which can be easily guided to follow the required alignment. Provide diamond tipped blades. If demonstrated to operate properly, abrasive blades may be used. Provide spares as required to maintain the required sawing rate. Provide wheel saws used in the removal of concrete with large diameter tungsten carbide tipped blades mounted on a heavy-duty chassis which produce a saw kerf at least 1-1/2 inches wide. Provide saws capable of sawing to the full depth required.

Early-entry saws may be used, subject to demonstration and approval. No change to the initial sawcut depth is permitted.

2.11.9 Straightedge

Provide and maintain at the job site, in good condition, a minimum 12 foot straightedge for each paving train for testing the hardened portland cement concrete surfaces. Provide straightedges constructed of aluminum or magnesium alloy and blades of box or box-girder cross section with flat bottom, adequately reinforced to insure rigidity and accuracy. Provide straightedges with handles for operation on the pavement.

2.11.10 Work Bridge

Provide a self-propelled working bridge capable of spanning the required paving lane width where workmen can efficiently and adequately reach the pavement surface.

2.12 SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES

2.12.1 Specified Flexural Strength

Specified flexural strength, R , for concrete is 650 psi at 90 days, as determined by tests made in accordance with ASTM C78/C78M of beams fabricated and cured in accordance with ASTM C192/C192M

2.12.2 Water-Cementitious Materials Ratio

Maximum allowable water-cementitious material ratio is 0.45. The water-cementitious material ratio is the equivalent water-cement ratio as determined by conversion from the weight ratio of water to cement plus SCM by the mass equivalency method described in ACI 211.1.

2.12.3 Air Content

Provide concrete that is air-entrained with a total air content of 6.0 plus or minus 1.5 percentage points, at the point of placement. Determine air content in accordance with ASTM C231/C231M.

2.12.4 Slump

The maximum allowable slump of the concrete at the point of placement is 2 inches for pavement constructed with fixed forms.

2.12.5 Concrete Temperature

The temperature of the concrete as delivered is required to conform to the requirements of paragraphs PAVING IN HOT WEATHER and PAVING IN COLD WEATHER, in PART 3. Determine the temperature of concrete in accordance with ASTM C1064/C1064M.

2.12.6 Concrete Strength for Final Acceptance

The strength of the concrete will be considered acceptable when the equivalent 90-day flexural strengths for each lot are above the 'Specified Flexural Strength' as determined by correlation with 14-day flexural strength tests specified in paragraph MIXTURE PROPORTIONING FOR FLEXURAL STRENGTH below, and no individual set (2 specimens per subplot) in the lot are 25 psi or more below the equivalent 'Specified Flexural

Strength'. If any lot or subplot, respectively, fails to meet the above criteria, remove and replace the lot or subplot at no additional cost to the Government. This is in addition to and does not replace the average strength required for day-to-day CQC operations as specified in paragraph AVERAGE CQC FLEXURAL STRENGTH REQUIRED FOR MIXTURES, below.

2.13 MIXTURE PROPORTIONS

2.13.1 Composition

Provide concrete composed of cementitious material, water, fine and coarse aggregates, and admixtures. Include supplementary Cementitious Materials (SCM) choice and usage in accordance with paragraph SUPPLEMENTARY CEMENTITIOUS MATERIALS (SCM) CONTENT. Provide a minimum total cementitious materials content of 517 pounds per cubic yard. Acceptable admixtures consist of air entraining admixture and may also include, as approved, water-reducing admixture, retarding admixture, accelerating admixture, and Lithium Nitrate.

2.13.2 Proportioning Studies

Perform trial design batches, mixture proportioning studies, and testing, at no expense to the Government.

Submit for approval the Preliminary Proposed Proportioning to include items a., b., and i. below a minimum of 7 days prior to beginning the mixture proportioning study.

Submit the results of the mixture proportioning studies signed and stamped by the registered professional engineer having technical responsibility for the mix design study, and submitted at least 30 days prior to commencing concrete placing operations. Include a statement summarizing the maximum nominal coarse aggregate size and the weights and volumes of each ingredient proportioned on a one cubic yard basis. Base aggregate quantities on the mass in a saturated surface dry condition. Provide test results demonstrating that the proposed mixture proportions produce concrete of the qualities indicated. Base methodology for trial mixtures having proportions, slumps, and air content suitable for the work as described in ACI 211.1, modified as necessary to accommodate flexural strength. Submit test results including:

- a. Coarse and fine aggregate gradations and plots.
- b. Combined aggregate gradation and coarseness vs. workability plots.
- c. Coarse aggregate quality test results, include deleterious materials.
- d. Fine aggregate quality test results.
- e. Mill certificates for cement and supplemental cementitious materials.
- f. Certified test results for air entraining, water reducing, retarding, non-chloride accelerating, and Lithium Nitrate admixtures.
- g. Specified flexural strength, slump, and air content.
- h. Documentation of required average CQC flexural strength, R_a .
- i. Recommended proportions and volumes for proposed mixture and each of three trial water-cementitious materials ratios.
- j. Individual beam breaks.
- k. Flexural strength summaries and plots.
- l. Correlation ratios for acceptance testing and CQC testing.
- m. Historical record of test results, documenting production standard deviation (if available).
- n. Narrative discussing methodology on how the mix design was developed.
- o. Alternative aggregate blending to be used during the test section if

necessary to meet the required surface and consolidation requirements.

2.13.2.1 Water-Cementitious Materials Ratio

Perform at least three different water-cementitious materials ratios, which produce a range of strength encompassing that required on the project. The maximum allowable water-cementitious material ratio required in paragraph SPECIFIED FLEXURAL STRENGTH, above is the equivalent water-cementitious materials ratio. The maximum water-cementitious materials ratio of the approved mix design becomes the maximum water-cementitious materials ratio for the project, and in no case exceeds 0.45.

2.13.2.2 Trial Mixture Studies

Perform separate sets of trial mixture studies made for each combination of cementitious materials and each combination of admixtures proposed for use. No combination of either are to be used until proven by such studies, except that, if approved in writing and otherwise permitted by these specifications, an accelerating or retarding admixture may be used without separate trial mixture study. Perform separate trial mixture studies for each placing method (fixed form or hand placement) proposed. Report the temperature of concrete in each trial batch. Design each mixture to promote easy and suitable concrete placement, consolidation and finishing, and to prevent segregation and excessive bleeding. Proportion laboratory trial mixtures for maximum permitted slump and air content.

2.13.2.3 Mixture Proportioning for Flexural Strength Follow the step by step procedure below:

- a. Fabricate all beams for each mixture from the same batch or blend of batches. Fabricate and cure all beams in accordance with ASTM C192/C192M, using 6 x 6 inches steel beam forms.
- b. Cure test beams from each mixture for 3, 7, 14, and 90-day flexural tests; 6 beams to be tested per age.
- c. Test beams in accordance with ASTM C78/C78M.
- d. Using the average strength for each w/c at each age, plot all results from each of the three mixtures on separate graphs for w/c versus:
 - 3-day flexural strength
 - 7-day flexural strength
 - 14-day flexural strength
 - 90-day flexural strength
- e. From these graphs select a w/c that produces a mixture giving a 90-day flexural strength equal to the required strength determined in accordance with the next paragraph.
- f. Using the above selected w/c, select from the graphs the expected 3, 7 and 14-day flexural strengths.
- g. From the above expected strengths for the selected mixture, determine the Ratio of the 7-day flexural strength of the selected mixture to

the 90-day flexural strength of the mixture (for CQC control).

- h. From the above expected strengths for the selected mixture, determine the Ratio of the 14-day flexural strength of the selected mixture to the 90-day flexural strength of the mixture (for acceptance).
- i. If there is a change in materials, perform additional mixture design studies using the new materials and new Correlation Ratios determined.
- j. No concrete pavement placement is allowed until the mixture proportions are approved. The approved water-cementitious materials ratio is restricted to the maximum value specified in paragraph SPECIFIED FLEXURAL STRENGTH, above and not be increased without written approval.

2.13.3 Average CQC Flexural Strength Required for Mixtures

In order to ensure meeting the strength requirements specified in paragraph SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES above, during production, the mixture proportions selected during mixture proportioning studies and used during construction requires an average CQC flexural strength exceeding the specified strength, R, by the amount indicated below. This required average CQC flexural strength, Ra, is used only for CQC operations as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL DURING CONSTRUCTION in PART 3 and as specified in the previous paragraph. During production, adjust the required Ra, as appropriate and as approved, based on the standard deviation of average 90-day strengths being attained during paving.

2.13.3.1 From Previous Test Records

Where a concrete production facility has previous test records current to within 18 months, establish a standard deviation in accordance with the applicable provisions of ACI 214R. Include test records from which a standard deviation is calculated that represent materials, quality control procedures, and conditions similar to those expected, that represent concrete produced to meet a specified flexural strength or strengths within 150 psi of the 90-day flexural strength specified for the proposed work, and that consist of at least 30 consecutive tests. Perform verification testing to document the current strength. A strength test is the average of the strengths of two specimens made from the same sample of concrete and tested at 90 days. Required average CQC flexural strength, Ra, used as the basis for selection of concrete proportions is the value from the equation that follows, using the standard deviation as determined above:

$$Ra = R + 1.34S$$

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

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

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

2.13.3.2 Without Previous Test Records

When a concrete production facility does not have sufficient field strength test records for calculation of the standard deviation, determine the required average strength, R_a , by adding 15 percent to the specified flexural strength, R .

PART 3 EXECUTION

3.1 PREPARATION FOR PAVING

Before commencing paving, perform the following. If used, place cleaned, coated, and adequately supported forms. Have any reinforcing steel needed at the paving site; all transporting and transfer equipment ready for use, clean, and free of hardened concrete and foreign material; equipment for spreading, consolidating, screeding, finishing, and texturing concrete at the paving site, clean and in proper working order; and all equipment and material for curing and for protecting concrete from weather or mechanical damage at the paving site, in proper working condition, and in sufficient amount for the entire placement.

3.1.1 Weather Precaution

When windy conditions during paving appear probable, have equipment and material at the paving site to provide windbreaks, shading, fogging, or other action to prevent plastic shrinkage cracking or other damaging drying of the concrete.

3.1.2 Proposed Techniques

Submit placing and protection methods; paving sequence; jointing pattern; data on curing equipment; demolition of existing pavements, as specified; pavement diamond grinding equipment and procedures. Submit for approval the following items:

- a. A description of the placing and protection methods proposed when concrete is to be placed in or exposed to hot, cold, or rainy weather conditions.
- b. A detailed paving sequence plan and proposed paving pattern showing all planned construction joints; transverse and longitudinal dowel bar spacing; and identifying pilot lanes and hand placement areas. Deviations from the jointing pattern shown on the drawings are not allowed without written approval of the design engineer.
- c. Plan and equipment proposed to control alignment of sawn joints

within the specified tolerances.

- d. Data on the curing equipment, media and methods to be used.
- e. Data on methods to measure pavement smoothness.
- f. Pavement demolition work plan, presenting the proposed methods and equipment to remove existing pavement and protect pavement to remain in place.

3.2 CONDITIONING OF UNDERLYING MATERIAL

3.2.1 General Procedures

Verify the underlying material, upon which concrete is to be placed is clean, damp, and free from debris, waste concrete or cement, frost, ice, and standing or running water. Prior to setting forms or placement of concrete, verify the underlying material is well drained and have been satisfactorily graded by string-line controlled, automated, trimming machine and uniformly compacted in accordance with the applicable Section of these specifications. Test the surface of the underlying material to crown, elevation, and density in advance of setting forms. Trim high areas to proper elevation. Fill and compact low areas to a condition similar to that of surrounding grade, or filled with concrete monolithically with the pavement. Low areas filled with concrete are not to be cored for thickness to avoid biasing the average thickness used for evaluation and payment adjustment. Rework and compact any underlying material disturbed by construction operations to specified density immediately in front of the paver.

3.2.2 Traffic on Underlying Material

After the underlying material has been prepared for concrete placement, equipment is not permitted thereon. Subject to specific approval, crossing of the prepared underlying material at specified intervals for construction purposes may be permitted, provided rutting or indentations do not occur. Rework and repair the surface before concrete is placed. Transporting equipment is not to be allowed to operate on the prepared and compacted underlying material in front of the paver-finisher.

3.3 WEATHER LIMITATIONS

3.3.1 Placement and Protection During Inclement Weather

Do not commence placing operations when heavy rain or other damaging weather conditions appear imminent. At all times when placing concrete, maintain on-site sufficient waterproof cover and means to rapidly place it over all unhardened concrete or concrete that might be damaged by rain. Suspend placement of concrete whenever rain, high winds, or other damaging weather commences to damage the surface or texture of the placed unhardened concrete, washes cement out of the concrete, or changes the water content of the surface concrete. Immediately cover and protect all unhardened concrete from the rain or other damaging weather. Completely remove any slab damaged by rain or other weather full depth, by full slab width, to the nearest original joint, and replaced as specified in paragraph REPAIR, REMOVAL AND REPLACEMENT OF NEWLY CONSTRUCTED SLABS below, at no expense to the Government.

3.3.2 Paving in Hot Weather

When the ambient temperature during paving is expected to exceed 90 degrees F, properly place and finish the concrete in accordance with procedures previously submitted, approved, and as specified herein. Provide concrete that does not exceed the temperature shown in the table below when measured in accordance with ASTM C1064/C1064M at the time of delivery. Cooling of the mixing water or aggregates or placing in the cooler part of the day may be required to obtain an adequate placing temperature. Cool steel forms and reinforcing as needed to maintain steel temperatures below 120 degrees F. Cool or protect transporting and placing equipment if necessary to maintain proper concrete placing temperature. Keep the finished surfaces of the newly laid pavement damp by applying a fog spray (mist) with approved spraying equipment until the pavement is covered by the curing medium.

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

3.3.3 Prevention of Plastic Shrinkage Cracking

During weather with low humidity, and particularly with high temperature and appreciable wind, develop and institute measures to prevent plastic shrinkage cracks from developing. If plastic shrinkage cracking occurs, halt further placement of concrete until protective measures are in place to prevent further cracking. Periods of high potential for plastic shrinkage cracking can be anticipated by use of ACI 305R. In addition to the protective measures specified in the previous paragraph, the concrete placement may be further protected by erecting shades and windbreaks and by applying fog sprays of water, the addition of monomolecular films, or wet covering. Apply monomolecular films after finishing is complete, do not use in the finishing process. Immediately commence curing procedures when such water treatment is stopped. Repair plastic shrinkage cracks in accordance with paragraph REPAIR, REMOVAL AND REPLACEMENT OF NEWLY CONSTRUCTED SLABS. Never trowel over or fill plastic shrinkage cracks with slurry.

3.3.4 Paving in Cold Weather

Cold weather paving is required to conform to ACI 306R. Use special protection measures, as specified herein, if freezing temperatures are anticipated or occur before the expiration of the specified curing period. Do not begin placement of concrete unless the ambient temperature is at least 35 degrees F and rising. Thereafter, halt placement of concrete whenever the ambient temperature drops below 40 degrees F. When the ambient temperature is less than 50 degrees F, the temperature of the concrete when placed is required to be not less than 50 degrees F nor more than 75 degrees F. Provide heating of the mixing water or aggregates as required to regulate the concrete placing temperature. Materials entering

the mixer are required to be free from ice, snow, or frozen lumps. Do not incorporate salt, chemicals or other materials in the concrete to prevent freezing. If allowed under paragraph MIXTURE PROPORTIONS in PART 2, an accelerating admixture may be used when the ambient temperature is below 50 degrees F. Provide covering and other means for maintaining the concrete at a temperature of at least 50 degrees F for not less than 72 hours after placing, and at a temperature above freezing for the remainder of the curing period. Remove pavement slabs, full depth by full width, damaged by freezing or falling below freezing temperature to the nearest planned joint, and replace as specified in paragraph REPAIR, REMOVAL AND REPLACEMENT OF NEWLY CONSTRUCTED SLABS, at no expense to the Government.

3.4 CONCRETE PRODUCTION

Provide batching, mixing, and transporting equipment with a capacity sufficient to maintain a continuous, uniform forward movement of the placement equipment. Deposit concrete transported in non-agitating equipment in front of the paver within 45 minutes from the time cement has been charged into the mixing drum, except that if the ambient temperature is above 90 degrees F, the time is reduced to 30 minutes. Deposit concrete transported in truck mixers in front of the paver within 90 minutes from the time cement has been charged into the mixer drum of the plant or truck mixer. If the ambient temperature is above 90 degrees F, the time is reduced to 60 minutes.

3.4.1 Batching and Mixing Concrete

Maintain scale pivots and bearings clean and free of rust. Remove any equipment which fails to perform as specified immediately from use until properly repaired and adjusted, or replaced.

3.4.2 Transporting and Transfer - Spreading Operations

Operate non-agitating equipment only on smooth roads and for haul time less than 30 minutes. Deposit concrete as close as possible to its final position in the paving lane. Operate all equipment to discharge and transfer concrete without segregation. Dumping of concrete in discrete piles is not permitted. No transfer or spreading operation which requires the use of front-end loaders, dozers, or similar equipment to distribute the concrete are permitted.

3.5 PAVING

3.5.1 General Requirements

Construct pavement with heavy duty vibratory truss screeds or form rider paving equipment and finishing equipment utilizing rigid fixed forms. Control paving equipment and its operation, and coordinated with all other operations, such that the paver-finisher has a continuous forward movement at a reasonably uniform speed from beginning to end of each paving lane, except for inadvertent equipment breakdown. Backing the paver and refinishing a lane is not permitted. Remove and replace concrete refinished in this manner. Failure to achieve a continuous forward motion requires halting operations, regrouping, and modifying operations to achieve this requirement. Personnel are not permitted to walk or operate in the plastic concrete at any time. Where an open-graded granular base is required under the concrete, select paving equipment and procedures which operate properly on the base course without causing displacement or other damage.

3.5.2 Consolidation

Consolidate concrete with the specified type of lane-spanning, gang-mounted, mechanical, immersion type vibrating equipment mounted in front of the paver, supplemented, in rare instances as specified, by hand-operated vibrators. For heavy duty vibratory truss screeds, concrete shall be consolidated with an approved hand-operated immersion vibrator operated from a work bridge spanning the placement. Insert vibrators into the concrete to a depth that provides the best full-depth consolidation but not closer to the underlying material than 2 inches. Excessive vibration is not permitted. Discontinue paving operations if vibrators cause visible tracking in the paving lane, until equipment and operations have been modified to prevent it. Vibrate concrete in small, odd-shaped slabs or in isolated locations inaccessible to the gang-mounted vibration equipment with an approved hand-operated immersion vibrator operated from a work bridge spanning the area.

Do not use vibrators to transport or spread the concrete.

Do not operate hand-operated vibrators in the concrete at one location for more than 20 seconds. Insert hand-operated vibrators between 6 to 15 inches on centers. For each paving train, provide at least one additional vibrator spud, or sufficient parts for rapid replacement and repair of vibrators at the paving site at all times. Any evidence of inadequate consolidation (honeycomb along the edges, large air pockets, or any other evidence) requires the immediate stopping of the paving operation and approved adjustment of the equipment or procedures.

3.5.3 Operation

When the paver is operated between or adjacent to previously constructed pavement (fill-in lanes), provide provisions to prevent damage to the previously constructed pavement. Control screeds or extrusion plates to prevent them from applying pressure to the existing pavement and to prevent abrasion of the pavement surface. Maintain the overlapping area of existing pavement surface completely free of any loose or bonded foreign material as the paver-finisher operates across it. When the paver travels on existing pavement, maintain approved provisions to prevent damage to the existing pavement.

3.5.4 Required Results

Adjust and operate the paver-finisher, its gang-mounted vibrators and operating procedures coordinated with the concrete mixture being used, to produce a thoroughly consolidated slab throughout that is true to line and grade within specified tolerances. Provide a paver-finishing operation that produces a surface finish free of irregularities, tears, voids of any kind, and any other discontinuities in a single pass across the pavement; multiple passes are not permitted. Provide equipment and its operation that produce a finished surface requiring no hand finishing other than the use of cutting straightedges, except in very infrequent instances. Stop paving if any equipment or operation fails to produce the above results. Prior to recommencing paving, properly adjust or replace the equipment, modify the operation, or modify the mixture proportions, in order to produce the required results. No water, other than fog sprays (mist) as specified in paragraph PREVENTION OF PLASTIC SHRINKAGE CRACKING above, is allowed to be applied to the concrete or the concrete surface during

paving and finishing.

3.5.5 Fixed Form Paving

Provide paving equipment for fixed-form paving and the operation that conforms to the requirements of paragraph EQUIPMENT, and all requirements specified herein.

3.5.5.1 Forms for Fixed-Form Paving

- a. Provide straight forms made of steel and in sections not less than 10 feet in length that are clean and free of rust or other contaminants. Seal any holes or perforations in forms prior to paving unless otherwise permitted. Maintain forms in place and passable by all equipment necessary to complete the entire paving operation without need to remove horizontal form supports. Provide flexible or curved forms of proper radius for curves of 100-foot radius or less. Provide wood forms for curves and fillets made of well-seasoned, surfaced plank or plywood, straight, and free from warp or bend that have adequate strength and are rigidly braced. Provide forms with a depth equal to the pavement thickness at the edge. Where the project requires several different slab thicknesses, forms may be built up by bolting or welding a tubular metal section or by bolting wood planks to the bottom of the form to completely cover the underside of the base of the form and provide an increase in depth of not more than 25 percent. Provide forms with the base width of the one-piece or built-up form not less than eight-tenths of the vertical height of the form, except provide forms 8 inches or less in vertical height with a base width not less than the vertical height of the form. Provide forms with maximum vertical deviation of top of any side form, including joints, not varying from a true plane more than 1/8 inch in 10 feet, and the upstanding leg not varying more than 1/4 inch.
- b. Provide form sections that are tightly locked and free from play or movement in any direction. Provide forms with adequate devices for secure settings so that when in place they withstand, without visible spring or settlement, the impact and vibration of the consolidating and finishing equipment.
- c. Set forms for full bearing on foundation for entire length and width and in alignment with edge of finished pavement. Support forms during entire operation of placing, compaction, and finishing so that forms do not deviate vertically more than 0.01 foot from required grade and elevations indicated. Check conformity to the alignment and grade elevations shown on the drawings and make necessary corrections immediately prior to placing the concrete. Clean and oil the forms each time before concrete is placed. Concrete placement is not allowed until setting of forms has been checked and approved by the CQC team.
- d. Do not anchor guide rails for fixed form pavers into new concrete or existing concrete to remain.

3.5.5.2 Form Removal

Keep forms in place at least 12 hours after the concrete has been placed. When conditions are such that the early strength gain of the concrete is delayed, leave the forms in place for a longer time, as directed. Remove forms by procedures that do not damage the concrete. Do not use bars or heavy metal tools directly against the concrete in removing the forms. Promptly repair any concrete found to be defective after form removal, using procedures specified or as directed.

3.5.6 Placing Reinforcing Steel

Provide the type and amount of steel reinforcement indicated.

3.5.6.1 Pavement Thickness Greater Than 12 inches

For pavement thickness of 12 inches or more, install the reinforcement steel by the strike-off method wherein a layer of concrete is deposited on the underlying material, consolidated, and struck to the indicated elevation of the steel reinforcement. Place the reinforcement upon the pre-struck surface, followed by placement of the remaining concrete and finishing in the required manner. When placement of the second lift causes the steel to be displaced horizontally from its original position, provide provisions for increasing the thickness of the first lift and depressing the reinforcement into the unhardened concrete to the required elevation. Limit the increase in thickness only as necessary to permit correct horizontal alignment to be maintained. Remove and replace any portions of the bottom layer of concrete that have been placed more than 30 minutes without being covered with the top layer with newly mixed concrete without additional cost to the Government.

3.5.6.2 Pavement Thickness Less Than 12 Inches

For pavements less than 12 inches thick, position the reinforcement on suitable chairs or continuous mesh support devices securely fastened to the subgrade prior to concrete placement. Consolidate concrete after the steel has been placed. Regardless of placement procedure, provide reinforcing steel free from coatings which could impair bond between the steel and concrete, with reinforcement laps as indicated. Regardless of the equipment or procedures used for installing reinforcement, ensure that the entire depth of concrete is adequately consolidated.

3.5.7 Placing Dowels

Ensure the method used to install and hold dowels in position result in dowel alignment within the maximum allowed horizontal and vertical tolerance of 1/8 inch per foot after the pavement has been completed. Except as otherwise specified below, maintain the horizontal spacing of dowels within a tolerance of plus or minus 5/8 inch. Locate the dowel vertically on the face of the slab within a tolerance of plus or minus 1/2 inch). Measure the vertical alignment of the dowels parallel to the designated top surface of the pavement, except for those across the crown or other grade change joints. Measure dowels across crowns and other joints at grade changes to a level surface. Check horizontal alignment perpendicular to the joint edge with a framing square.

Do not place dowels closer than 0.6 times the dowel bar length to the planned joint line. If the last regularly spaced longitudinal dowel is closer than that dimension, move it away from the joint to a location 0.6 times the dowel bar length, but not closer than 6 inches to its nearest neighbor. Resolve dowel interference at a transverse joint-longitudinal

joint intersection by deleting the closest transverse dowel. Do not position the end of a longitudinal dowel closer than 12 inches from the end of the nearest transverse dowel. Install dowels as specified in the following subparagraphs.

3.5.7.1 Contraction Joints

Securely hold dowels in longitudinal and transverse contraction joints within the paving lane in place, as indicated, by means of rigid metal frames or basket assemblies of an approved type. Securely hold the basket assemblies in the proper location by means of suitable pins or anchors. Do not cut or crimp the dowel basket tie wires.

3.5.7.2 Construction Joints-Fixed Form Paving

Install dowels by the bonded-in-place method or the drill-and-dowel method. Installation by removing and replacing in preformed holes is not permitted. Prepare and place dowels across joints where indicated, correctly aligned, and securely held in the proper horizontal and vertical position during placing and finishing operations, by means of devices fastened to the forms. Provide the spacing of dowels in construction joints as indicated, except that, where the planned spacing cannot be maintained because of form length or interference with form braces, provide closer spacing with additional dowels.

3.5.7.3 Dowels Installed in Hardened Concrete

Install dowels in hardened concrete by bonding the dowels into holes drilled into the hardened concrete. Before drilling commences, cure the concrete for 7 days or until it has reached a minimum flexural strength of 450 psi. Drill holes 1/8 inch greater in diameter than the dowels into the hardened concrete using rotary-core drills. Rotary-percussion drills are permitted, provided that excessive spalling does not occur to the concrete joint face. Excessive spalling is defined as spalling deeper than 1/4 inch from the joint face or 1/2 inch radially from the outside of the drilled hole. Continuing damage requires modification of the equipment and operation. Drill depth of dowel hole within a tolerance of plus or minus 1/2 inch of the dimension shown on the drawings. Upon completion of the drilling operation, blow out the dowel hole with oil-free, compressed air. Bond dowels in the drilled holes using epoxy resin. Inject epoxy resin at the back of the hole before installing the dowel and extruded to the collar during insertion of the dowel so as to completely fill the void around the dowel. Application by buttering the dowel is not permitted. Hold the dowels in alignment at the collar of the hole, after insertion and before the grout hardens, by means of a suitable metal or plastic grout retention ring fitted around the dowel. Provide dowels required between new and existing concrete in holes drilled in the existing concrete, all as specified above.

3.5.7.4 Lubricating Dowel Bars

Wipe the portion of each dowel intended to move within the concrete clean and coat with a thin, even film of lubricating oil or light grease before the concrete is placed.

3.6 FINISHING

Provide finishing operations as a continuing part of placing operations starting immediately behind the strike-off of the paver or heavy duty

vibratory truss screed. Provide initial finishing by the heavy duty vibratory truss screed or extrusion plate. Provide the sequence of operations consisting of longitudinal machine floating if used, straightedge finishing, texturing, and then edging of joints. Provide finishing by the machine method.

Provide a work bridge as necessary for consolidation and hand finishing operations. Use the hand method only on isolated areas of odd slab widths or shapes and in the event of a breakdown of the mechanical finishing equipment. Keep supplemental hand finishing for machine finished pavement to an absolute minimum.

Immediately stop any machine finishing operation which requires appreciable hand finishing, other than a moderate amount of straightedge finishing. Prior to recommencing machine finishing, properly adjust or replace the equipment. Immediately halt any operations which produce more than 1/8 inch of mortar-rich surface (defined as deficient in plus U.S. No. 4 sieve size aggregate) and the equipment, mixture, or procedures modified as necessary.

Compensate for surging behind the screeds or extrusion plate and settlement during hardening and take care to ensure that paving and finishing machines are properly adjusted so that the finished surface of the concrete (not just the cutting edges of the screeds) is at the required line and grade. Maintain finishing equipment and tools clean and in an approved condition.

Water is not allowed to be added to the surface of the slab with the finishing equipment or tools, or in any other way, except for fog (mist) sprays specified to prevent plastic shrinkage cracking.

3.6.1 Machine Finishing With Fixed Forms

Replace machines that cause displacement of the forms. Only one pass of the finishing machine is allowed over each area of pavement. If the equipment and procedures do not produce a surface of uniform texture, true to grade, in one pass, immediately stop the operation and the equipment, mixture, and procedures adjusted as necessary.

3.6.2 Machine Finishing with Slipform Pavers

Operate the slipform paver so that only a very minimum of additional finishing work is required to produce pavement surfaces and edges meeting the specified tolerances. Immediately modify or replace any equipment or procedure that fails to meet these specified requirements as necessary. A self-propelled non-rotating pipe float may be used while the concrete is still plastic, to remove minor irregularities and score marks. Only one pass of the pipe float is allowed. If there is concrete slurry or fluid paste on the surface that runs over the edge of the pavement, immediately stop the paving operation and the equipment, mixture, or operation modified to prevent formation of such slurry. Immediately remove any slurry which does run down the vertical edges by hand, using stiff brushes or scrapers. Slurry, concrete or concrete mortar is not allowed to build up along the edges of the pavement to compensate for excessive edge slump, either while the concrete is plastic or after it hardens.

3.6.3 Surface Correction and Testing

After all other finishing is completed but while the concrete is still plastic, eliminate minor irregularities and score marks in the pavement surface by means of cutting straightedges. Provide cutting straightedges

with a minimum length of 12 feet that are operated from the sides of the pavement or from work bridges. Provide cutting straightedges operated from the side of the pavement equipped with a handle 3 feet longer than one-half the width of the pavement. Test the surface for trueness with a straightedge held in successive positions parallel and at right angles to the center line of the pavement, and the whole area covered as necessary to detect variations. Advance the straightedge along the pavement in successive stages of not more than one-half the length of the straightedge. Immediately fill depressions with freshly mixed concrete, strike off, consolidate with an internal vibrator, and refinish. Strike off projections above the required elevation and refinish. Continue the straightedge testing and finishing until the entire surface of the concrete is free from observable departure from the straightedge and conforms to the surface requirements specified in paragraph SURFACE SMOOTHNESS. This straightedging is not allowed to be used as a replacement for the straightedge testing of paragraph SURFACE SMOOTHNESS in PART 2. Use long-handled, flat bull floats very sparingly and only as necessary to correct minor, scattered surface defects. If frequent use of bull floats is necessary, stop the paving operation and the equipment, mixture or procedures adjusted to eliminate the surface defects. Keep finishing with hand floats and trowels to the absolute minimum necessary. Take extreme care to prevent over finishing joints and edges. Produce the surface finish of the pavement essentially by the finishing machine and not by subsequent hand finishing operations. All hand finishing operations are subject to approval.

3.6.4 Hand Finishing

Use hand finishing operations only as specified below. Provide a work bridge to be used as necessary for consolidation and placement operations to avoid standing in concrete.

3.6.4.1 Equipment and Template

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

3.6.4.2 Finishing and Floating

As soon as placed and vibrated, strike off the concrete and screed to the crown and cross section and to such elevation above grade that when consolidated and finished, the surface of the pavement is at the required elevation. In addition to previously specified complete coverage with handheld immersion vibrators, tamp the entire surface with the strike-off and tamping template, and the tamping operation continued until the required compaction and reduction of internal and surface voids are accomplished. Immediately following the final tamping of the surface, float the pavement longitudinally from a work bridge. If necessary, place additional concrete, consolidate, screed, and float the pavement until a satisfactory surface has been produced. Do not advance the floating operation more than half the length of the float and then continued over the new and previously floated surfaces.

3.6.4 Texturing

Before the surface sheen has disappeared and before the concrete hardens or curing compound is applied, texture the surface of the pavement as described herein. After curing is complete, thoroughly power broom all textured surfaces to remove all debris.

3.6.4.1 Burlap Drag Surface

Apply surface texture by dragging the surface of the pavement, in the direction of the concrete placement, with an approved burlap drag. Operate the drag with the fabric moist, and the fabric maintained clean or changed as required to keep clean. Perform the dragging so as to produce a uniform finished surface having a fine sandy texture without disfiguring marks.

3.6.4.2 Surface Grooving

Groove the areas indicated on the drawings as required in 32 01 18.71 GROOVING FOR AIRFIELD PAVEMENTS.

3.6.5 Edging

Before texturing has been completed, carefully finish the edge of the slabs along fixed-forms and at the joints with an edging tool to form a smooth rounded surface of 1/8 inch radius. Eliminate tool marks, and provide edges that are smooth and true to line. Water is not allowed to be added to the surface during edging. Take extreme care to prevent overworking the concrete.

3.6.6 Outlets in Pavement

Construct recesses for the tie-down anchors, lighting fixtures, and other outlets in the pavement to conform to the details and dimensions shown. Carefully finish the concrete in these areas to provide a surface of the same texture as the surrounding area that is within the requirements for plan grade and surface smoothness.

3.7 CURING

3.7.1 Protection of Concrete

Continuously protect concrete against loss of moisture and rapid temperature changes for at least 7 days from the completion of finishing operations. Have all equipment needed for adequate curing and protection of the concrete on hand and ready for use before actual concrete placement begins. If any selected method of curing does not afford the proper curing and protection against concrete cracking, remove or replace the damaged pavement, and provide another method of curing as directed. Accomplish curing by one of the following methods.

3.7.2 Membrane Curing

Apply a uniform coating of white-pigmented, membrane-forming, curing compound to the entire exposed surface of the concrete as soon as the free water has disappeared from the surface after finishing. Apply immediately along the formed edge faces after the forms are removed. Do not allow the concrete to dry before the application of the membrane. If any drying has occurred, moisten the surface of the concrete with a fine spray of water,

and the curing compound applied as soon as the free water disappears. Apply the curing compound to the finished surfaces by means of an approved automatic spraying machine. Apply the curing compound with an overlapping coverage that provides a two-coat application at a coverage of 400 square feet per gallon, plus or minus 5.0 percent for each coat. A one-coat application is allowed provided it is applied in a uniform application and coverage of 200 square feet per gallon, plus or minus 5.0 percent is obtained. The application of curing compound by hand-operated, mechanical powered pressure sprayers is permitted only on odd widths or shapes of slabs and on concrete surfaces exposed by the removal of forms. When the application is made by hand-operated sprayers, apply a second coat in a direction approximately at right angles to the direction of the first coat. If pinholes, abrasions, or other discontinuities exist, apply an additional coat to the affected areas within 30 minutes. Respray curing compound to concrete surfaces that are subjected to heavy rainfall within 3 hours after the curing compound has been applied by the method and at the coverage specified above. Respray curing compound to areas where the curing compound is damaged by subsequent construction operations within the curing period immediately. Adequately protect concrete surfaces to which membrane-curing compounds have been applied during the entire curing period from pedestrian and vehicular traffic, except as required for joint-sawing operations and surface tests, and from any other possible damage to the continuity of the membrane.

3.8 JOINTS

3.8.1 General Requirements for Joints

Construct joints that conform to the locations and details indicated and are perpendicular to the finished grade of the pavement. Provide joints that are straight and continuous from edge to edge or end to end of the pavement with no abrupt offset and no gradual deviation greater than 1/2 inch. Where any joint fails to meet these tolerances, remove and replace the slabs adjacent to the joint at no additional cost to the Government. Change from the jointing pattern shown on the drawings is not allowed without written approval. Seal joints immediately following curing of the concrete or as soon thereafter as weather conditions permit as specified in Section 32 01 19 FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS or Section 32 13 73 COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS.

3.8.2 Longitudinal Construction Joints

Install dowels in the longitudinal construction joints, or thicken the edges as indicated. Install dowels as specified above. After the end of the curing period, saw longitudinal construction joints to provide a groove at the top for sealant conforming to the details and dimensions indicated.

3.8.3 Transverse Construction Joints

Install transverse construction joints at the end of each day's placing operations and at any other points within a paving lane when concrete placement is interrupted for 30 minutes or longer. Install the transverse construction joint at a planned transverse joint. Provide transverse construction joints by utilizing headers. Provide transverse construction joints at a planned transverse joint constructed as shown or, if not shown otherwise, dowelled in accordance with paragraph DOWELS INSTALLED IN HARDENED CONCRETE, or paragraph FIXED FORM PAVING above.

3.8.4 Expansion Joints

Provide expansion joints where indicated, and about any structures and features that project through or into the pavement, using joint filler of the type, thickness, and width indicated, and installed to form a complete, uniform separation between the structure and the pavement or between two pavements. Attach the filler to the original concrete placement with adhesive and mechanical fasteners and extend the full slab depth.

After placement and curing of the adjacent slab, sawcut the sealant reservoir depth from the filler. Tightly fit adjacent sections of filler together, with the filler extending across the full width of the paving lane or other complete distance in order to prevent entrance of concrete into the expansion space.

Finish edges of the concrete at the joint face with an edger with a radius of 1/8 inch.

3.8.5 Slip Joints

Install slip joints where indicated using the specified materials. Attach preformed joint filler material to the face of the original concrete placement with adhesive and mechanical fasteners. Construct a 3/4 inch deep reservoir for joint sealant at the top of the joint. Finish edges of the joint face with an edger with a radius of 1/8 inch.

3.8.6 Contraction Joints

Construct transverse and longitudinal contraction joints by sawing an initial groove in the concrete with a 1/8 inch blade to the indicated depth. During sawing of joints, and again 24 hours later, the CQC team is required to inspect all exposed lane edges for development of cracks below the saw cut, and immediately report results. If there are more than six consecutive uncracked joints after 48 hours, saw succeeding joints 25 percent deeper than originally indicated at no additional cost to the Government. The time of initial sawing varies depending on existing and anticipated weather conditions and be such as to prevent uncontrolled cracking of the pavement. Commence sawing of the joints as soon as the concrete has hardened sufficiently to permit cutting the concrete without chipping, spalling, or tearing. The sawed faces of joints will be inspected for undercutting or washing of the concrete due to the early sawing, and sawing delayed if undercutting is sufficiently deep to cause structural weakness or excessive roughness in the joint. Continue the sawing operation as required during both day and night regardless of weather conditions. Saw the joints at the required spacing consecutively in the sequence of the concrete placement. Provide adequate lighting for night work. Illumination using vehicle headlights is not permitted. Provide a chalk line or other suitable guide to mark the alignment of the joint. Before sawing a joint, examine the concrete closely for cracks, and do not saw the joint if a crack has occurred near the planned joint location. Discontinue sawing when a crack develops ahead of the saw cut. Immediately after the joint is sawed, thoroughly flush the saw cut and adjacent concrete surface with water and vacuumed until all waste from sawing is removed from the joint and adjacent concrete surface. Respray the surface with curing compound as soon as free water disappears. Take necessary precautions to insure that the concrete is properly protected from damage and cured at sawed joints. Tightly seal the top of the joint opening and the joint groove at exposed edges with cord backer rod before the concrete in the region of the joint is resprayed with curing compound,

and be maintained until removed immediately before sawing the joint sealant reservoir. Seal the exposed saw cuts on the faces of pilot lanes with bituminous mastic or masking tape. After expiration of the curing period, widen the upper portion of the groove by sawing with ganged diamond saw blades to the width and depth indicated for the joint sealer. Center the reservoir over the initial sawcut.

3.8.7 Thickened Edge Joints

Construct thickened edge joints as indicated on the drawings. Grade the underlying material in the transition area as shown and meet the requirements for smoothness and compaction specified for all other areas of the underlying material.

3.9 REPAIR, REMOVAL AND REPLACEMENT OF NEWLY CONSTRUCTED SLABS

3.9.1 General Criteria

Repair or remove and replace new pavement slabs as specified at no cost to the Government. Removal of partial slabs is not permitted. Prior to any repairs, submit a Repair Recommendations Plan detailing areas exceeding the specified limits as well as repair recommendations required to bring these areas within specified tolerances.

3.9.2 Slabs with Cracks

Clean cracks that do not exceed 2 inches in depth; then pressure injected full depth with epoxy resin, Type IV, Grade 1. Remove slabs containing cracks deeper than 2 inches.

3.9.3 Removal and Replacement of Full Slabs

Where it is necessary to remove full slabs, remove in accordance with paragraph REMOVAL OF EXISTING PAVEMENT SLAB below. Remove and replace full depth, by full width of the slab, and the limit of removal normal to the paving lane and extend to each original joint. Install dowels of the size and spacing as specified for other joints in similar pavement by epoxy grouting them into holes drilled into the existing concrete using procedures as specified in paragraph PLACING DOWELS, above. Cut off original damaged dowels flush with the joint face. Paint protruding portions of dowels and lightly oil. Provide dowels for all four edges of the new slab. Place concrete as specified for original construction. Prior to placement of new concrete, recompact and shape the underlying material as specified in the appropriate section of these specifications, and clean the surfaces of all four joint faces of all loose material and contaminants and coated with a double application of membrane forming curing compound as bond breaker. Take care to prevent any curing compound from contacting dowels. Prepare and seal the resulting joints around the new slab as specified for original construction.

3.9.4 Repairing Spalls Along Joints

Repair spalls along joints to be sealed to a depth to restore the full joint-face support prior to placing adjacent pavement. Where directed, repair spalls along joints of new slabs, along edges of adjacent existing concrete, and along parallel cracks by first making a vertical saw cut at least 3 inches outside the spalled area and to a depth of at least 2 inches. Provide saw cuts consisting of straight lines forming rectangular areas without sawing beyond the intersecting saw cut. Chip out the concrete between the saw cut and the joint, or crack, to remove all

unsound concrete and into at least 1/2 inch of visually sound concrete. Thoroughly clean the cavity thus formed with high pressure water jets supplemented with oil-free compressed air to remove all loose material. Immediately before filling the cavity, apply a prime coat to the dry cleaned surface of all sides and bottom of the cavity, except any joint face. Apply the prime coat in a thin coating and scrubbed into the surface with a stiff-bristle brush. Provide prime coat for portland cement repairs consisting of a neat cement grout and for epoxy resin repairs consisting of epoxy resin, Type III, Grade 1. Fill the prepared cavity with material identified in the following table based on the cavity volume.

Spall Repair	
Volume of Prep red Cavity After Removal Operations	Material
less than 0.03 cubic foot in size.	epoxy resin mortar or epoxy resin or latex modified mortar
between 0.03 cubic foot and 1/3 cubic foot	Portland cement mortar
more than 1/3 cubic foot in size.	Portland cement concrete or latex modified mortar

Provide portland cement concretes and mortars that consist of very low slump mixtures, 1/2 inch slump or less, proportioned, mixed, placed, consolidated by tamping, and cured, all as directed. Provide epoxy resin mortars made with Type III, Grade 1, epoxy resin, using proportions and mixing and placing procedures as recommended by the manufacturer and approved. Proprietary patching materials may be used, subject to approval. Place the epoxy resin materials in the cavity in layers with a maximum thickness of 2 inches. Provide adequate time between placement of additional layers such that the temperature of the epoxy resin material does not exceed 140 degrees F at any time during hardening. Provide mechanical vibrators and hand tampers to consolidate the concrete or mortar. Remove any repair material on the surrounding surfaces of the existing concrete before it hardens. Where the spalled area abuts a joint, provide an insert or other bond-breaking medium to prevent bond at the joint face. Saw a reservoir for the joint sealant to the dimensions required for other joints. Thoroughly clean the reservoir and then sealed with the sealer specified for the joints. In lieu of sawing, spalls not adjacent to joints and popouts, both less than 6 inches in maximum dimension, may be prepared by drilling a core 2 inches in diameter greater than the size of the defect, centered over the defect, and 2 inches deep or 1/2 inch into sound concrete, whichever is greater. Repair the core hole as specified above for other spalls.

3.9.5 Repair of Weak Surfaces

Weak surfaces are defined as mortar-rich, rain-damaged, uncured, or containing exposed voids or deleterious materials. Diamond grind slabs containing weak surfaces less than 1/4 inch thick to remove the weak surface. Diamond grind in accordance with paragraph DIAMOND GRINDING OF PCC SURFACES in PART 2. All diamond ground areas are required to meet the thickness, smoothness and grade criteria specified in PART 1 GENERAL. Remove and replace slabs containing weak surfaces greater than 1/4 inch thick.

3.10 EXISTING CONCRETE PAVEMENT REMOVAL AND REPAIR

Remove existing concrete pavement at locations indicated on the drawings. Prior to commencing pavement removal operations, inventory the pavement distresses (cracks, spalls, and corner breaks) along the pavement edge to remain. After pavement removal, survey the remaining edge again to quantify any damage caused by removal operations. Perform both surveys in the presence of the Government. Perform repairs as indicated and as specified herein. Carefully control all operations to prevent damage to the concrete pavement and to the underlying material to remain in place. Perform all saw cuts perpendicular to the slab surface, forming rectangular areas. Perform all existing concrete pavement repairs prior to paving adjacent lanes.

3.10.1 Removal of Existing Pavement Slab

When existing concrete pavement is to be removed and adjacent concrete is to be left in place, perform the first full depth saw cut on the joint between the removal area and adjoining pavement to stay in place with a standard diamond-type concrete saw. Next, perform a full depth saw cut parallel to the joint that is at least 24 inches from the joint and at least 6 inches from the end of any dowels with a wheel saw as specified in paragraph SAWING EQUIPMENT. Remove all pavement beyond this last saw cut in accordance with the approved demolition work plan. Remove all pavement between this last saw cut and the joint line by carefully pulling pieces and blocks away from the joint face with suitable equipment and then picking them up for removal. In lieu of this method, this strip of concrete may be carefully broken up and removed using hand-held jackhammers, 30 lb or less, or other approved light-duty equipment which does not cause stress to propagate across the joint saw cut and cause distress in the pavement which is to remain in place. In lieu of the above specified removal method, the slab may be sawcut full depth to divide it into several pieces and each piece lifted out and removed. Use suitable equipment to provide a truly vertical lift, and safe lifting devices used for attachment to the slab.

3.10.2 Edge Repair

Protect the edge of existing concrete pavement against which new pavement abuts from damage at all times. Remove and replace slabs which are damaged during construction as directed at no cost to the Government. Repair of previously existing damage areas is considered a subsidiary part of concrete pavement construction. Saw off all exposed keys and keyways full depth.

3.10.2.1 Spall Repair

Not more than 15.0 percent of each slab's edge is allowed to be spalled. Provide a full depth saw cut on the exposed face to remove the spalled face of damaged slabs with spalls exceeding this quantity, regardless of spall size. Provide repair materials and procedures as previously specified in paragraph REPAIRING SPALLS ALONG JOINTS.

3.10.2.2 Underbreak and Underlying Material

Repair all underbreak by removal and replacement of the damaged slabs in accordance with paragraph REMOVAL AND REPLACEMENT OF FULL SLABS above. Protect the underlying material adjacent to the edge of and under the existing pavement which is to remain in place from damage or disturbance

during removal operations and until placement of new concrete, and be shaped as shown on the drawings or as directed. Maintain sufficient underlying material in place outside the joint line to completely prevent disturbance of material under the pavement which is to remain in place. Remove and replace any slab with underlying material that is disturbed or loses its compaction.

3.11 PAVEMENT PROTECTION

Protect the pavement against all damage prior to final acceptance of the work by the Government. Placement of aggregates, rubble, or other similar construction materials on airfield pavements is not allowed. Exclude traffic from the new pavement by erecting and maintaining barricades and signs until the concrete is at least 14 days old, or for a longer period if so directed. As a construction expedient in paving intermediate lanes between newly paved pilot lanes, operation of the hauling and paving equipment is permitted on the new pavement after the pavement has been cured for 7 days and the joints have been sealed or otherwise protected, the concrete has attained a minimum field cured flexural strength of 550 psi and approved means are provided to prevent damage to the slab edge. Continuously maintain all new and existing pavement carrying construction traffic or equipment completely clean, and spillage of concrete or other materials cleaned up immediately upon occurrence. Take special care in areas where traffic uses or crosses active airfield pavement. Power broom other existing pavements at least daily when traffic operates. For fill-in lanes, provide equipment that does not damage or spall the edges or joints of the previously constructed pavement.

3.12 TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL DURING CONSTRUCTION

3.12.1 Testing and Inspection by Contractor

During construction, perform sampling and testing of aggregates, cementitious materials (cement, slag cement, and pozzolan), and concrete to determine compliance with the specifications. Provide facilities and labor as may be necessary for procurement of representative test samples. Furnish sampling platforms and belt templates to obtain representative samples of aggregates from charging belts at the concrete plant. Obtain samples of concrete at the point of delivery to the paver. Testing by the Government in no way relieves the specified testing requirements. Perform the inspection and tests described below, and based upon the results of these inspections and tests, take the action required and submit reports as required. Perform this testing regardless of any other testing performed by the Government, either for pay adjustment purposes or for any other reason.

3.12.2 Testing and Inspection Requirements

Perform CQC sampling, testing, inspection and reporting in accordance with the following Table.

TABLE 6 TESTING AND INSPECTION REQUIREMENTS			
Frequency	Test Method	Control Limit	Corrective Action
Fine Aggregate Gradation and Fineness Modulus			
2 per lot	ASTM C136/C136M sample at belt	9 of 10 tests must vary less than 0.15 from average	Retest, resolve, retest

		Outside limits on any sieve	Retest
		2nd gradation failure	Stop, resolve, retest
1 per 10 gradations	ASTM C117	Outside limits on any sieve	Retest
		2nd gradation failure	Stop, repair, retest
Coarse Aggregate Gradation (each aggregate size)			
2 per lot	ASTM C136/C136M sample at belt	Outside limits on any sieve	Retest
		2nd gradation failure	report to COR, correct
		2 consecutive averages of 5 tests outside limits	report to COR, stop ops, repair, retest
1 per 10 gradations	ASTM C117	Outside limits on any sieve	Retest
		2nd gradation failure	report to COR, correct
		2 consecutive averages of 5 tests outside limits	report to COR, stop ops, repair, reverify all operations
Workability Factor and Coarseness Factor Computation			
Same as C.A. and F.A.	see paragraph AGGREGATES	Use individual C.A. and F.A. gradations. Combine using batch ticket percentages. Tolerances: plus or minus 3 points on WF; plus or minus 5 points on CF from approved adjusted mix design values	Check batching tolerances, recalibrate scales
		2 consecutive averages of 5 tests outside limits	report to COR, stop ops, retest
TABLE 6 TESTING AND INSPECTION REQUIREMENTS			
Frequency	Test Method	Control Limit	Corrective Action
Aggregate Deleterious, Quality, and ASR Tests			
First test no later than time of uniformity testing and then every 30 days of concrete production	see paragraph AGGREGATES		Stop production, retest, replace aggregate. Increase testing interval to 90 days if previous 2 tests pass
Plant - Scales, Weighing Accuracy			

Monthly	NRMCA QC 3		Stop plant ops, repair, recalibrate
Plant - Batching and Recording Accuracy			
Weekly	Record/Report	Record required/recorded/actu batch mass	Stop plant ops, repair, recalibrate
Plant - Batch Plant Control			
Every lot	Record/Report		Record type and amount of each material per
Plant - Mixer Uniformity - Stationary Mixers			
Every 4 months during paving	COE CRD-C 55	After initial approval, use abbreviated method	Increase mixing time, change batching sequence, reduce batch size to bring into compliance. Retest
Plant - Mixer Uniformity - Truck Mixers			
Every 4 months during paving	ASTM C94/C94M	Random selection of truck.	Increase mixing time, change batching sequence, reduce batch size to bring into compliance. Retest

TABLE 6
TESTING AND INSPECTION REQUIREMENTS

Frequency	Test Method	Control Limit	Corrective Action
Concrete Mixture - Air Content			
When test specimens prepared plus 2 random	ASTM C231/C231M sample at point of discharge within the paving lane	Individual test control chart: Warning plus or minus	Adjust AEA, retest
		Individual test control chart: Action plus or minus 1.5	Halt operations, repair, retest
		Range between 2 consecutive tests: Warning plus 2.0	Recalibrate AEA dispenser
		Range between 2 consecutive tests: Action plus 3.0	Halt operations, repair, retest
Concrete Mixture - Unit Weight and Yield			
Same as Air Content	ASTM C138/C138M sample at point of discharge within the paving lane	Individual test basis: Warning Yield minus 0 or plus 1	Check batching tolerances
		Individual test basis: Action Yield minus 0 or plus 5 percent	Halt operations
Concrete Mixture - Slump			
When test specimens prepared plus 4 random	ASTM C143/C143M sample at point of discharge within the paving lane	Individual test control chart: Upper Warning minus 1/2 inch below max	Adjust batch masses within max W/C ratio
		Individual test control chart: Upper Action at maximum allowable slump	Stop operations, adjust, retest
		Range between each consecutive test: 1-1/2 inches	Stop operations, repair, retest
Concrete Mixture - Temperature			
When test specimens prepared	ASTM C1064/C106 sample at point of discharge within the paving lane	See paragraph WEATHER LIMITATIONS	
Concrete Mixture - Strength			
8 per lot	ASTM C31/C31M sample at point of discharge within the paving lane	See paragraph CONCRETE STRENGTH TESTING for CQC Perform fabrication of strength specimens and initial cure outside the paving lane and within 1,000 feet of the sampling point.	

TABLE 6 TESTING AND INSPECTION REQUIREMENTS			
Frequency	Test Method	Control Limit	Corrective Action
Paving - Inspection Before Paving			
Prior to each paving operation	Report	Inspect underlying materials, construction joint faces, forms, reinforcing, dowels, and embedded items	
Paving - Inspection During Paving			
During paving operation		Monitor and control paving operation, including placement, consolidation, finishing, texturing, curing, and joint sawing.	
Paving - Vibrators			
Weekly during paving	COE CRD-C 521	Test frequency (in concrete), and amplitude (in air), average measurement at tip and head.	Repair or replace defective vibrators.
Moist Curing			
2 per lot, min 4 per day	Visual		Repair defects, extend curing by 1 day
Membrane Compound Curing			
Daily	Visual	Calculate coverage based on quantity/area	Respray areas where coverage defective. Recalibrate equipment
Cold Weather Protection			
Once per day	Visual		Repair defects, report conditions to COR

3.12.3 Concrete Strength Testing for CQC

Perform Contractor Quality Control operations for concrete strength consisting of the following steps:

- a. Take samples for strength tests at the paving site. Fabricate and cure test beams in accordance with ASTM C31/C31M; test them in accordance with ASTM C78/C78M.
- b. Fabricate and cure 2 test beams per subplot from the same batch or truckload and at the same time acceptance beams are fabricated and test them for flexural strength at 7-day age.

- c. Average all 8 flexural tests per lot. Convert this average 7-day flexural strength per lot to equivalent 90-day flexural strength using the Correlation Ratio determined during mixture proportioning studies.
- d. Compare the equivalent 90-day flexural strength from the conversion to the Average CQC Flexural Strength Required for Mixtures from paragraph of same title.
- e. If the equivalent average 90-day strength for the lot is below the Average CQC Flexural Strength Required for Mixtures by 69 psi flexural strength or more, at any time, adjust the mixture to increase the strength, as approved.
- f. Maintain up-to-date control charts for strength, showing the 7-day CQC flexural strength and the 90-day flexural strength (from acceptance tests) of each of these for each lot.

3.12.4 Reports

Report all results of tests or inspections conducted informally as they are completed and in writing daily. Prepare a weekly report for the updating of control charts covering the entire period from the start of the construction season through the current week. During periods of cold-weather protection, make daily reports of pertinent temperatures. These requirements do not relieve the obligation to report certain failures immediately as required in preceding paragraphs. Confirm such reports of failures and the action taken in writing in the routine reports. The Government has the right to examine all Contractor quality control records.

-- End of Section --