HOUSTON AIRPORTS

City of Houston - Department of Aviation – Infrastructure Division

PROJECT MANUAL

Will Clayton to JFK Flyover Bridge Reconstruction
George Bush Intercontinental Airport (IAH)

PROJECT No.: 931

TIP-20-52-IAH

CIP A-0669

VOLUME NO. 3 OF 3 TOTAL VOLUMES

Divisions 02 through 16

June 2020

100% Submittal

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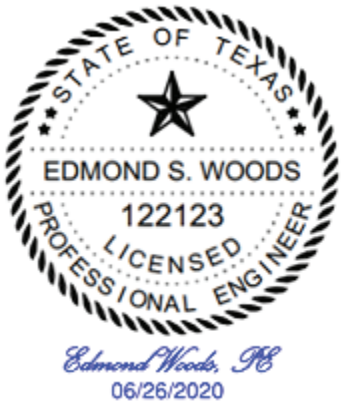

Section 02221

REMOVING EXISTING PAVEMENTS, STRUCTURES, WOOD, AND DEMOLITION DEBRIS

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Removing concrete paving, asphaltic concrete pavement, brick pavement and base courses.

B. Removing concrete curbs, concrete curbs and gutters, sidewalks and driveways.

C. Removing pipe culverts, sewers, and sewer leads.

D. Removing waterlines and water services lines including asbestos cement pipe per OSHA guidelines.

E. Removing existing inlets and manholes.

F. Removing and disposing of pre-stressed concrete beams and drill shafts.

G. Removing miscellaneous structures of concrete or masonry.

H. Removing existing bridge.

I. Removing existing wood and demolition debris.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for removing and disposing of asphaltic surfacing with or without base, regardless of thickness encountered, is on square yard basis measured between lips of gutters.

2. Payment for removing and disposing of reinforced concrete pavement, with or without asphalt overlay, regardless of its thickness, is on square yard basis measured from back-to-back of curbs. Payment includes concrete pavement, esplanade curbs, curbs and gutters, and paving headers.

3. Payment for removing and disposing of cement stabilized shell base course, with or without asphaltic surfacing, is on square yard basis.

4. Payment for removing and disposing of concrete sidewalks and driveways is on square yard basis.

5. Payment for removing asphaltic pavement surface by milling shall be in accordance with Section 2960.

6. Payment for removing and disposing of miscellaneous concrete and masonry is on cubic yard basis of structure in place.

7. Payment for removing and disposing of pipe culverts, sewers, and sewer leads, is on linear foot basis for each diameter and each material type of pipe removed.

8. Payment for removing and disposing of waterlines and water service lines including asbestos cement pipe is on linear foot basis for each diameter pipe and each material type of pipe removed.

9. Payment for removing and disposing of existing inlets is on unit price basis for each inlet removed.

10. Payment for removing and disposing of prestressed concrete piles and drill shafts is on linear foot basis.

11. Payment for removing and disposing of existing bridge, including piles and abutments to minimum of 4 feet below ground level, is on a lump sum basis.

12. Payment for removing and disposing of existing manholes is on unit price basis for each manhole removed.

13. Payment for removing and disposing of miscellaneous wood and demolition debris is on cubic yard basis.

14. No payment for saw cutting of pavement, curbs, or curbs and gutters will be made under this section. Include cost of such work in unit prices for items listed in bid form requiring saw cutting.

15. No payment will be made for work outside maximum payment limits indicated on Drawings, or for pavements or structures removed for Contractor's convenience.

    a. For utility installations: Match actual pavement replaced but no greater than maximum pavement replacement limits shown on Drawings. Limits of measurement will be as shown on Street Cut Pavement Replacement Rules.

16. Refer to Section 01270 - Measurement and Payment for unit price procedures

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this Section is included in total Stipulated Price.

1.03 REGULATORY REQUIREMENTS

A. Conform to applicable codes for disposal of debris.

B. Coordinate removal work with utility companies.

C. For removal of asbestos containing materials, or material that could potentially contain asbestos, comply with applicable provisions of OSHA 29 CFR 1926.1101 – Asbestos, OSHA 29 CFR 1926.32 – General Safety and Health Provisions, and EPA 40 CFR 61 Subpart M – National Emission Standard for Asbestos.

PART 2 P R O D U C T S - Not Used

PART 3 E X E C U T I O N

3.01 PREPARATION

A. Obtain advance approval from Project Manager for dimensions and limits of removal work.

B. Identify known utilities below grade. Stake and flag locations.

C. For removal of asbestos-containing materials, or materials that could potentially contain asbestos, comply with the following:

1. Crew members must be trained in accordance with OSHA 29 CFR 1926.1101 – Asbestos.

2. Conduct negative exposure assessment to demonstrate asbestos exposure below permissible exposure limit (PEL) in accordance with OSHA 29 CFR 1926.1101 – Asbestos and EPA 40 CFR 763 – Asbestos.

3. If negative exposure assessment not conducted, or if results are above PEL, provide respiratory protection in accordance with Paragraph 3.02 of this Section.

3.02 PROTECTION

A. Protect following from damage or displacement:

1. Adjacent public and private property.

2. Trees, plants, and other landscape features designated to remain.

3. Utilities designated to remain.

4. Pavement and utility structures designated to remain.

5. Bench marks, monuments, and existing structures designated to remain.

B. When required, provide respiratory protection in accordance with OSHA 29 CFR 1910.134 – Respiratory Protection, and National Institute of Occupational Safety and Health (NIOSH).

3.03 REMOVALS

A. Remove pavements and structures by methods that will not damage underground utilities. Do not use drop hammer near existing underground utilities.

B. Minimize amount of earth loaded during removal operations.

C. Where existing pavement is to remain, make straight saw cuts in existing pavement to provide clean breaks prior to removal. Do not break concrete pavement or base with drop hammer unless concrete or base has been saw cut to minimum depth of 2 inches.

D. When street and driveway saw cut location is greater than one-half of pavement lane width, remove pavement for full lane width or to nearest longitudinal joint as directed by Project Manager.

E. Remove sidewalks and curbs to nearest existing dummy, expansion, or construction joint.

F. Where existing end of pipe culvert or end of sewer is to remain, install 8-inch-thick masonry plug in pipe end prior to backfill in accordance with requirements of Section 02316 - Excavation and Backfill for Structures.

G. Labeling of Asbestos Cement (AC) Pipe:

1. Label leak-tight container with warning statement of hazardous asbestos content in accordance with OSHA 29 CFR 1926.1101 and as noted below.

2. Label waste material with following warning:

DANGER
CONTAINS ASBESTOS FIBERS
MAY CAUSE CANCER
CAUSES DAMAGE TO LUNGS
DO NOT BREATHE DUST
AVOID CREATING DUST

3. Neatly print labels in letters of sufficient size and contrast so label is easily visible and legible.

3.04 BACKFILL

A. Backfill of removal areas shall be in accordance with requirements of Section 02316 - Excavation and Backfill for Structures.

3.05 DISPOSAL

A. Inlet frames, grates, and plates; and manhole frames and covers, may remain City property. Disposal shall be in accordance with requirements of Section 01576 - Waste Material Disposal.

B. Remove from site, debris resulting from work under this section in accordance with requirements of Section 01576 - Waste Material Disposal.

C. For asbestos-containing materials:

1. Comply with 40 CFR Part 61 and 30 TAC Sections 330.137(b) for Industrial Class 1 waste.

2. Inspect load to ensure correct packaging and labeling.

3. Line vehicles with two layers of 6-mil polyethylene sheeting.

4. Remove asbestos-containing waste from site daily.

END OF SECTION

Section 02338

PORTLAND CEMENT STABILIZED SUBGRADE

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Foundation course of portland cement stabilized natural subgrade material.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for Portland cement stabilized subgrade is on a square yard basis compacted in place to proper density. Separate measurement will be made for each different required thickness of subgrade course.

   a. Limits of measurement shall match actual pavement replaced, but no greater than maximum pavement replacement limits shown on Drawings. Limits for measurement will be extended to include installed portland cement stabilized subgrade material that extends 2-foot beyond outside edge of pavement to be replaced, except where proposed pavement section shares common longitudinal or transverse edge with existing pavement section. No payment will be made for portland cement stabilized subgrade in areas beyond these limits.

   b. Limits of measurement and payment shall match pavement replacement limits shown on Drawings, except as noted in Paragraph 1.02.A.1.a, or as approved by Project Manager

2. Payment for Portland cement is by ton of 2000 pounds dry-weight basis.

3. Refer to Section 01270 - Measurement and Payment for unit price procedures.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this Section is included in total Stipulated Price.

1.03 REFERENCES

A. ASTM C 150 - Standard Specification for Portland Cement.

B. ASTM D 558 - Standard Test Method for Moisture-Density Relations of Soil-Cement- Mixtures.

C. ASTM D 698 - Standard Test Method for Laboratory Compaction Characteristics of Soil Using Standard Effort (12.44 ft-lbf/ft^3).

D. ASTM D 2922 - Standard Test Methods for Density of Soil and Soil-Aggregate in Place by Nuclear Methods (Shallow Depth).

E. ASTM D 4318 - Standard Test Method for Liquid Limit, Plastic Limit, and Plasticity Index of Soils.

1.04 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit certification that Portland cement complies with these specifications.

PART 2 P R O D U C T S

2.01 WATER

A. Water: clean, clear and free from oil, acids, alkali, or organic matter.

2.02 PORTLAND CEMENT

A. ASTM C 150 Type I; bulk or sacked.

2.03 SOIL

A. Provide soil consisting of approved material free from vegetation or other objectionable matter encountered in existing roadbed.

2.04 TESTS

A. Testing will be performed under provisions of Section 01454 - Testing Laboratory Services.

B. Tests and analysis of soil materials will be performed in accordance with ASTM D 4318.

C. Soil will be evaluated to establish ratio of cement to soil to obtain desired stability. Normal range is 6 percent to 10 percent by weight.

D. The percentage of moisture in soil, at time of cement application, will be determined by ASTM D 558. Moisture will not be allowed to exceed quantity that will permit uniform, complete mixture of soil and cement during dry mixing operations nor specified optimum moisture content for soil cement mixture, as determined.

PART 3 E X E C U T I O N

3.01 EXAMINATION

A. Verify compacted subgrade is ready to support imposed loads.

B. Verify subgrade lines and grades are correct.

3.02 EQUIPMENT

A. Apply Portland cement treatment with machine or combination of machines and auxiliary equipment to produce specified results. Mixing may be accomplished by multiple-pass traveling mixing plant or single-pass traveling mixing plant. Provide sufficient equipment to enable continuous prosecution of work

3.03 PREPARATION

A. Backfill for utilities below future grade.

B. Verify subgrade is firm and able to support, without displacement, construction equipment at specified density. Correct soft or yielding subgrade and stabilize by scarifying and aerating or by adding cement and compacting to uniform stability.

C. Grade, shape, and compact, as required, to allow construction of Portland cement treatment for in-place materials to lines, grades, thickness, and typical cross section shown on Drawings. Remove unsuitable soil or material and replace with acceptable material.

D. Pulverize soil so that at completion of moist-mixing, 100 percent by dry weight passes 1-inch sieve, and minimum of 80 percent passes No. 4 sieve, exclusive of gravel or stone retained on these sieves. Pulverize existing bituminous wearing surfaces so that 100 percent will pass 2-inch sieve.

3.04 MIXING

A. Do not place and mix cement when temperature is below 40 degrees F and falling. Place base when temperature taken in shade and away from artificial heat is above 35 degrees F and rising.

B. Spread cement uniformly on soil at rate specified by laboratory. When bulk cement spreader is used, position it by string lines or other approved method to ensure uniform distribution of cement. Apply cement only to area where operations can be continuous and completed in daylight, within 1 hour of application. Amount of moisture in soil at time of cement placement shall not exceed quantity that will permit uniform mixture of soil and cement during dry mixing operations. Do not exceed specified optimum moisture content for soil cement mixture.

C. Do not allow equipment other than that used in spreading and mixing, to pass over freshly spread cement until it is mixed with soil.

D. Dry mix cement with soil after cement application. Continue mixing until cement has been sufficiently blended with soil to prevent formation of cement balls when water is applied. Mixture of soil and cement that has not been compacted and finished shall not remain undisturbed for more than 30 minutes.

E. Immediately after dry mixing is complete, uniformly apply water as necessary and incorporate it into mixture. Pressurized equipment must provide adequate supply to ensure continuous application of required amount of water to sections being processed within 3 hours of cement application. Ensure proper moisture distribution at all times. After last increment of water has been added, continue mixing until thorough and uniform mix has been obtained.

F. Ensure percentage of moisture in mixture, based on dry weights, is within 2 percentage points of specified optimum moisture content prior to compaction. When uncompacted soil cement mixture is wetted by rain indicating that average moisture content exceeds tolerance given at time of final compaction, reconstruct entire section in accordance with this Section at no additional cost to City.

3.05 COMPACTION

A. Prior to beginning compaction, ensure mixture is in loose condition for its full depth. Uniformly compact the loose mixture to specified density, lines, and grades.

B. After soil and cement mixture is compacted, apply water uniformly as needed and mix thoroughly. Then reshape surface to required lines, grades, and cross section and lightly scarify to loosen imprints left by compacting or shaping equipment.

C. Roll resulting surface with pneumatic-tired roller and "skin" surface with power grader. Thoroughly compact mixture with pneumatic roller, adding small increments of moisture, as needed. When aggregate larger than No. 4 sieve is present in mixture, make one complete coverage of section with flat-wheel roller immediately after skinning operation. When approved by Project Manager, surface finishing methods may be varied from this procedure, provided dense uniform surface, free of surface compaction planes, is produced. Maintain moisture content of surface material at its specified optimum during finishing operations. Compact and finish surface within period not to exceed 2 hours, to produce smooth, closely knit surface, free of cracks, ridges, or loose material, conforming to crown, grade, and line shown on Drawings within period not to exceed 2-hours.

3.06 CONSTRUCTION JOINTS

A. At end of each day's construction, form straight transverse construction joint by cutting back into total width of completed work to form true 2-inch depth vertical face free of loose and

shattered material. Construct cement treatment for large wide areas in series of parallel lanes of convenient length and width approved in advance by Project Manager.

3.07 CURING

A. Moist cure for minimum of 3 days before placing base or surface course, or opening to traffic. When open, restrict traffic to light pneumatic rollers or vehicles weighing less than 10 tons.

B. Keep subgrade surface damp by sprinkling. Roll with light pneumatic roller to keep surface knit together.

C. Place base and surface within 14 days after final mixing and compaction, unless prior approval is obtained from Project Manager.

3.08 TOLERANCES

A. Completed surface: smooth and conforming to typical section and established lines and grades.

B. Top of compacted surface: Plus or minus 1/4 inch in cross section or in 16-foot length.

3.09 FIELD QUALITY CONTROL

A. Testing will be performed under provisions of Section 01454 - Testing Laboratory Services.

B. In-place density will be determined in accordance with ASTM D 2922 or ASTM D 698. Minimum of three tests will be taken for each 1000 feet per lane of roadway or 500 square yards of embankment.

3.10 PROTECTION

A. Maintain stabilized subgrade to lines and grades and in good condition until placement of base or surface course.

B. Repair defects immediately by replacing material to full depth.

END OF SECTION

Section 02712

CEMENT STABILIZED BASE COURSE

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Foundation course of cement stabilized crushed stone.

B. Foundation course of cement stabilized bank run gravel.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for cement stabilized base course is on square yard basis. Separate pay items are used for each different required thickness of base course.

2. Payment for asphaltic seal cure is by gallon.

3. Refer to Section 01270 - Measurement and Payment for unit price procedures.

4. Refer to Paragraph 3.09, Unit Price Adjustment.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for Work in this Section is included in total Stipulated Price.

1.03 REFERENCES

A. ASTM C 131 - Standard Test Method for Resistance to Degradation of Small-Size Course Aggregate by Abrasion and Impact in Los Angeles Machine.

B. ASTM C 150 - Standard Specification for Portland Cement.

C. ASTM D 698 - Standard Test Method for Laboratory Compaction Characteristics of Soils Using Standard Effort (12,400 ft-lbf/ft^3 (600kN kN-m/m^3).

D. ASTM D 1556 - Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method.

E. ASTM D 2922 - Standard Test Methods for Density of Soil and Soil-Aggregate in Place by Nuclear Methods (Shallow Depth).

F. ASTM D 4318 - Standard Test Method for Liquid Limit, Plastic Limit, and Plasticity Index of Soils.

G. TxDOT Tex-101-E - Preparing Soil and Flexible Base Materials for Testing.

H. TxDOT Tex-110-E - Particle Size Analysis of Soils.

I. TxDOT Tex-120-E - Soil-Cement Testing.

1.04 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit samples of crushed stone, gravel, and soil binder for testing.

C. Submit manufacturer's description and characteristics for pug mill and associated equipment, spreading machine, and compaction equipment for approval.

1.05 TESTS

A. Perform testing under provisions of Section 01454 - Testing Laboratory Services.

B. Perform tests and analysis of aggregate and binder materials in accordance with ASTM D 1557 and ASTM D 4318.

1.06 DELIVERY, STORAGE AND HANDLING

A. Make stockpiles from layers of processed aggregate to eliminate segregation of materials. Load material by making successive vertical cuts through entire depth of stockpile.

B. Store cement in weatherproof enclosures. Protect from ground dampness.

PART 2 P R O D U C T S

2.01 CEMENT

A. ASTM C 150 Type I; bulk or sacked.

2.02 WATER

A. Clean, clear; and free from oil, acids, alkali, or vegetable matter.

2.03 AGGREGATE

A. Crushed Stone: Material retained on No. 40 Sieve meeting following requirements:

1. Durable particles of crusher-run broken limestone, sandstone, or granite obtained from approved source.

2. Los Angeles abrasion test percent of wear not to exceed 40 when tested in accordance with ASTM C 131.

B. Gravel: Durable particles of bank run gravel or processed material.

C. Soil Binder: Material passing No. 40 Sieve meeting following requirements when tested in accordance with ASTM D 4318:

1. Maximum Liquid limit: 35.

2. Maximum Plasticity index: 10.

D. Mixed aggregate and soil binder shall meet the following requirements:

1. Grading in accordance with TxDOT Tex-101-E and Tex-110-E within the following limits:

Sieve	Percent Retained			
	Crushed Stone	Processed G. 1	Gravel G. 2	Bank run Gravel
1 3/4 inch	0 to 10	0 to 5	-	0 to 5
1/2 inch	-	-	0	-
No. 4	45 to 75	30 to 75	15 to 35	30 to 75
No. 40	55 to 80	60 to 85	55 to 85	65 to 85

2. Obtain prior permission from Project Manager for use of additives to meet above requirements.

2.04 ASPHALT SEAL CURE

A. Cutback Asphalt: MC30 conforming to requirements of Section 02742 - Prime Coat.

B. Emulsified Petroleum Resin: EPR-1 Prime conforming to requirements of Section 02742 - Prime Coat.

2.05 MATERIAL MIX

A. Design mix for minimum average compressive strength of 200 psi at 48 hours using TxDOT Tex-120-E unconfined compressive strength testing procedures. Provide minimum cement content of 1 1/2 sacks, weighing 94 pounds each, per ton of mix.

B. Increase cement content when average compressive strength of tests on field samples fall below 200 psi. Refer to Part 3 concerning field samples and tests.

C. Mix in stationary pug mill equipped with feeding and metering devices for adding specified quantities of base material, cement, and water into mixer. Dry mix base material and cement sufficiently to prevent cement balls from forming when water is added.

D. Resulting mixture shall be homogeneous and uniform in appearance.

2.06 SOURCE QUALITY CONTROL

A. Perform testing under provisions of Section 01454 - Testing Laboratory Services.

B. Perform testing for unconfined compressive strength by TxDOT Test Method Tex-120-E as follows:

1. Mold three samples each day or for each 300 tons of production.

2. Compressive strength shall be average of three tests for each production lot.

PART 3 E X E C U T I O N

3.01 EXAMINATION

A. Verify compacted subgrade is ready to support imposed loads.

B. Verify lines and grades are correct.

3.02 PREPARATION

A. Complete backfill of new utilities below future grade.

B. Prepare subgrade in accordance with requirements of Section 02330 - Embankment and Section 02315 - Roadway Excavation.

C. Correct subgrade deviations in excess of plus or minus 1/4 inch in cross section or in 16 foot length by loosening, adding or removing material, reshaping and recompacting by sprinkling and rolling.

D. Prepare sufficient subgrade in advance of base course for efficient operations.

3.03 PLACEMENT

A. Do not mix and place cement stabilized base when temperature is below 40 degrees F and falling. Place base when temperature taken in shade and away from artificial heat is above 35 degrees F and rising.

B. Place material on prepared subgrade in uniform layers to produce thickness indicated on Drawings. Depth of layers shall not exceed 6 inches.

C. Spread with approved spreading machine. Conduct spreading so as to eliminate planes of weakness or pockets of non-uniformly graded material resulting from hauling and dumping operations.

D. Provide construction joints between new material and stabilized base that has been in place 4 hours or longer. Joints shall be approximately vertical. Form joint with temporary header or make vertical cut of previous base immediately before placing subsequent base.

E. Use only one longitudinal joint at center line under main lanes and shoulder unless shown otherwise on Drawings. Do not use longitudinal joints under frontage roads and ramps unless indicated on Drawings.

F. Place base so that projecting reinforcing steel from curbs remain at approximate center of base. Secure firm bond between reinforcement and base.

3.04 COMPACTION

A. Start compaction as soon as possible but not more than 60 minutes from start of moist mixing. Compact loose mixture with approved tamping rollers until entire depth is uniformly compacted. Do not allow stabilized base to mix with underlying material.

B. Correct irregularities or weak spots immediately by replacing material and recompacting.

C. Apply water to maintain moisture between optimum and 2 percent above optimum moisture as determined by ASTM D 698. Mix in with spiked tooth harrow or equal. Reshape surface and lightly scarify to loosen imprints made by equipment.

D. Remove and reconstruct sections where average moisture content exceeds ranges specified at time of final compaction.

E. Finish by blading surface to final grade after compacting final course. Seal with approved pneumatic tired rollers which are sufficiently light to prevent surface hair line cracking. Rework and recompact at areas where hair line cracking develops.

F. Compact to minimum density of 95 percent of maximum dry density at moisture content of treated material between optimum and 2 percent above optimum as determined by ASTM D 1557, unless otherwise indicated on Drawings.

G. Maintain surface to required lines and grades throughout operation.

3.05 CURING

A. Moist cure for minimum of 7 days before adding pavement courses. Restrict traffic on base to local property access. Keep subgrade surface damp by sprinkling.

B. If indicated on Drawings, cover base surface with curing membrane as soon as finishing operation is complete. Apply with approved self-propelled pressure distributor at following rates, or as indicated on Drawings:

1. MC30: 0.1 gallon per square yard.

2. EPR-1 Prime: 0.15 gallon per square yard.

C. Do not use cutback asphalt during period of April 16 to September 15.

3.06 TOLERANCES

A. Smooth and conform completed surface to typical section and established lines and grades.

B. Top surface of base course: Plus or minus 1 1/4 inch in cross section, or in 16 foot length.

3.07 FIELD QUALITY CONTROL

A. Perform testing under provisions of Section 01454 - Testing Laboratory Services.

B. Take minimum of one core at random locations per 1000 linear feet per lane of roadway or 500 square yards of base to determine in-place depth.

C. Request additional cores in vicinity of cores indicating nonconforming in-place depths at no extra cost to City. When average of tests fall below required depth, place additional material and compact at no additional cost to City.

D. Perform compaction testing in accordance with ASTM D 698 or ASTM D 2922 and ASTM D 3017 at randomly selected locations. Remove and replace areas that do not conform to compaction requirements at no additional cost to City.

E. Fill cores and density test sections with new compacted cement stabilized base.

3.08 NONCONFORMING BASE COURSE

A. Remove and replace areas of base course found deficient in thickness by more than 10 percent, or that fail compressive strength tests, with cement-stabilized base of thickness shown on Drawings.

B. Replace nonconforming base course sections at no additional cost to City.

3.09 UNIT PRICE ADJUSTMENT

A. Make unit price adjustments for in-place depth determined by cores as follows:

1. Adjusted unit price shall be ratio of average thickness as determined by cores to thickness bid upon, times unit price.

2. Apply adjustment to lower limit of 90 percent and upper limit of 100 percent of unit price.

3.10 PROTECTION

A. Maintain stabilized base in good condition until completion of Work. Repair defects immediately by replacing base to full depth.

B. Protect asphalt membrane, when used, from being picked up by traffic. Membrane may remain in place when proposed surface courses or other base courses are to be applied.

END OF SECTION

Section 02751

CONCRETE PAVING

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Portland cement concrete paving.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for concrete paving is on square yard basis. Separate pay items are used for each different required thickness of pavement.

2. Payment for concrete paving, high early strength, is on square yard basis.

3. Payment for pavement repair or pavement replacement for utility projects is on a square yard basis and includes base materials in accordance with Section 02951.

4. Refer to Section 01270 - Measurement and Payment for unit price procedures.

5. Refer to Paragraph 3.15, Unit Price Adjustment.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for Work in this Section is included in total Stipulated Price.

1.03 REFERENCES

A. ASTM A82 - Standard Specification for Steel Wire, Plain, for Concrete Reinforcement.

B. ASTM A185 - Standard Specifications for Steel Welded Wire Fabric, Plain, for Concrete Reinforcement.

C. ASTM A497 – Standard Specification for Steel Welded Wire Reinforcement, Deformed, for Concrete.

D. ASTM A615 - Standard Specification for Deformed and Plain Billet - Steel Bars for Concrete Reinforcement.

E. ASTM C 31 - Standard Practice for Making and Curing Concrete Test Specimens in the Field.

F. ASTM C 33 - Standard Specifications for Concrete Aggregates.

G. ASTM C 39 - Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens.

H. ASTM C 40 - Standard Test Method for Organic Impurities in Fine Aggregates for Concrete.

I. ASTM C 42 - Standard Test Method of Obtaining and Testing Drilled Cores and Sawed Beams of Concrete.

J. ASTM C 78 - Standard Test Method for Flexural Strength of Concrete (Using Simple Beam with Third Point Loading).

K. ASTM C 94 - Standard Specification for Ready-Mixed Concrete.

L. ASTM C 131 - Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine.

M. ASTM C 136 - Standard Method for Sieve Analysis of Fine and Coarse Aggregates.

N. ASTM C 138 - Standard Test Method for Unit Weight, Yield, and Air Content (Gravimetric) of Concrete.

O. ASTM C 143 - Standard Test Method for Slump of Hydraulic Cement Concrete.

P. ASTM C 150 - Standard Specification for Portland Cement.

Q. ASTM C 174 - Standard Test Method for Measuring Thickness of Concrete Elements Using Drilled Concrete Cores.

R. ASTM C 231 - Standard Test Method for Air Content of Freshly Mixed Concrete by the Pressure Method.

S. ASTM C 260 - Standard Specification for Air-Entraining Admixtures for Concrete.

T. ASTM C 494 - Standard Specification for Chemical Admixtures for Concrete.

U. ASTM C 618 - Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for use as a Mineral Admixture in Portland Cement Concrete.

V. TxDOT Tex-203-F - Sand Equivalent Test.

W TxDOT Tex-406-A - Material Finer than 75 <λm (No. 200) Sieve In Mineral Aggregates (Decantation Test for Cement Aggregates).

1.04 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit proposed mix design and test data for each type and strength of concrete in Work. Include proportions and actual flexural strength obtained from design mixes at required test ages.

C. Submit for approval manufacturer's description and characteristics for mixing equipment, and for traveling form paver, when proposed for use.

D. Submit manufacturer's certificates giving properties of reinforcing steel. Include certificate of compliance with ASTM A 82. Provide specimens for testing when required by Project Manager.

1.05 HANDLING AND STORAGE

A. Do not mix different classes of aggregate without written permission of Project Manager.

B. Class of aggregate being used may be changed before or during Work with written permission of Project Manager. Comply new class with specifications.

C. Reject segregated aggregate. Before using aggregate whose particles are separated by size, mix them uniformly to grading requirements.

D. Reject aggregates mixed with dirt, weeds, or foreign matter.

E. Do not dump or store aggregate in roadbed.

PART 2 P R O D U C T S

2.01 MATERIALS

A. Portland Cement:

1. Sample and test cement to verify compliance with Standards of ASTM C 150, Type I or Type III.

2. Bulk cement which meets referenced standards may be used when method of handling is approved by Project Manager. When using bulk cement, provide satisfactory weighing devices.

3. Fly ash which meets standards of ASTM C 618 may be used as mineral fill when method of handling is approved by Project Manager.

B. Water: Conform to requirements for water in ASTM C 94.

C. Coarse Aggregate: Crushed stone, gravel, or combination thereof, which is clean, hard, and durable, conforms to requirements of ASTM C 33, and has abrasion loss not more than 45 percent by weight when subjected to Los Angeles Abrasion Test (ASTM C 131).

1. Maximum percentage by weight of deleterious substances shall not exceed following values:

Item	Percent by Weight of Total Sample Maximum
Clay lumps and friable particles	3.0
Material finer than 75-µm (No. 200) sieve:	
Concrete subject to abrasion	3.0*
All Other concrete	5.0*
Coal and lignite:	
Where surface appearance of concrete is of importance	0.5
All other concrete	1.0

* In case of manufactured sand, when material finer than 75-µm (No. 200) sieve consists of dust of fracture, essentially free from clay or shale, these limits may be increased to 5 and 7 percent, respectively.

2. Conform coarse aggregate (size 1 1/2 inch to No. 4 sieve) to requirements of ASTM C 33. Use gradation within following limits when graded in accordance with ASTM C 136:

Sieve Designation (Square Openings)	Percentage by Weight
Retained on 1 3/4" sieve	0
Retained on 1 1/2"sieve	0 to 5
Retained on 3/4" sieve	30 to 65
Retained on 3/8" sieve	70 to 90
Retained on No. 4 sieve	95 to 100
Loss by Decantation Test	
*Method Tex-406-A	1.0 maximum

* In case of aggregates made primarily from crushing of stone, when material finer than 200 sieve is dust of fracture essentially free from clay or shale as established by Part III of TxDOT Tex-406-A, percent may be increased to 1.5.

D. Fine Aggregate: Sand, manufactured sand, or combination thereof, composed of clean, hard, durable, uncoated grains, free from loams or other injurious foreign matter. Conform fine aggregate for concrete to requirements of ASTM C 33. Use gradation within following limits when graded in accordance with ASTM C 136:

Sieve Designation (Square Openings)	Percentage by Weight

Retained on 3/8" sieve	0
Retained on No. 4 sieve	0 to 5
Retained on No. 8 sieve	0 to 20
Retained on No. 16 sieve	15 to 50
Retained on No. 30 sieve	35 to 75
Retained on No. 50 sieve	65 to 90
Retained on No. 100 sieve	90 to 100
Retained on No. 200 sieve	97 to 100

1. When subjected to color test for organic impurities (ASTM C 40), fine aggregate shall not show color darker than standard color. Fine aggregate shall be subjected to Sand Equivalent Test (Tex-203-F). Sand equivalent value shall not be less than 80, unless higher value is shown on Drawings.

E. Mineral Filler: Type “C” or Type “F” fly ash of acceptable quality and meeting requirements of ASTM C 618 may be used as mineral admixture in concrete mixture. When fly ash mineral filler is used, store and inspect in accordance with ASTM C 618. Do not use fly ash in amounts to exceed 25 percent by weight of cementatious material in mix design. Cement content may be reduced when strength requirements can be met. Note: When fly ash is used, term "cement" is defined as cement plus fly ash.

F. Air Entraining Agent: Furnish air entraining agent conforming to requirements of ASTM C 260.

G. Water Reducer: Water reducing admixture conforming to requirements of ASTM C 494 may be used when required to improve workability of concrete. Amount and type of admixture is subject to approval by Project Manager.

H. Reinforcing Steel:

1. Provide new billet steel manufactured by open hearth process and conforming to ASTM A 615, Grade 60. Store steel to protect it from mechanical injury and rust. At time of placement, steel shall be free from dirt, scale, rust, paint, oil, or other injurious materials.

2. Cold bend reinforcing steel to shapes shown. Once steel has been bent, it may not be rebent.

3. Provide wire fabric conforming to ASTM A 82. Use fabric in which longitudinal and transverse wires have been electrically welded at points of intersection. Welds shall have sufficient strength not to be broken during handling or placing. Conform welding and fabrication of fabric sheets to ASTM A 185.

2.02 EQUIPMENT

A. Conform Equipment to requirements of ASTM C94.

2.03 MIXING

A. Flexural strength shall be as specified using test specimens prepared in accordance with ASTM C 31 and tested in accordance with ASTM C78 (using simple beam with third-point loading). Compressive strength shall be as specified using test specimens prepared in accordance with ASTM C 31 and tested in accordance with ASTM C 39. Determine and measure batch quantity of each ingredient, including water for batch designs and all concrete produced for Work. Mix shall conform to these specifications and other requirements indicated on Drawings.

B. Mix design to produce concrete which will have flexural strength of 500 psi at 7 days and 600 psi at 28 days. Minimum compressive strength shall be 3000 pounds per square inches for 7 days and 3500 pounds per square inches at 28 days when tested in accordance with ASTM C39. Slump of concrete shall be at least 2 inches but no more than 5 inches, when tested in accordance with ASTM C143.

1. Concrete pavement, including curb, curb and gutter, and saw-tooth curb, shall contain at least 5 1/2 sacks (94 pounds per sack) of cement per cubic yard, with not more than 6.5 gallons of water, net, per sack of cement (water-cement ratio maximum 0.57). Determine cement content in accordance with ASTM C 138. Addition of mineral filler may be used to improve workability or plasticity of concrete to limits specified.

2. Coarse dry aggregate shall not exceed 85 percent of loose volume of concrete.

3. Add air-entraining admixture to ensure uniform distribution of agent throughout batch. Base air content of freshly mixed air-entrained concrete upon trial mixes with materials to be used in Work, adjusted to produce concrete of required plasticity and workability. Percentage of air entrainment in mix shall be 4 1/2 percent plus or minus 1 1/2 percent. Determine air content by testing in accordance with ASTM C 231.

4. Use retardant when temperature exceeds 90 degrees F. Proportion as recommended by manufacturer. Use same brand as used for air-entraining agent. Add and batch material using same methods as used for air-entraining agent.

C. Use high early strength concrete pavement to limits shown on Drawings. Design to meet following:

1. Concrete Mix: Flexural strength greater than or equal to 500 psi at 72 hours.

2. Cement: Minimum of 7 sacks of cement per cubic yard of concrete.

3. Water-Cement Ratio maximum of 0.45. Slump of concrete shall a maximum of 5 inches, when tested in accordance with ASTM C 143.

4. Other requirements for proportioning, mixing, execution, testing, etc., shall be in accordance with this Section 02751 - Concrete Paving.

PART 3 E X E C U T I O N

3.01 EXAMINATION

A. Verify compacted base is ready to support imposed loads and meets compaction requirements.

B. Verify lines and grades are correct.

3.02 PREPARATION

A. Properly prepare, shape and compact each section of subgrade before placing forms, reinforcing steel or concrete. After forms have been set to proper grade and alignment, use subgrade planer to shape subgrade to its final cross section. Check contour of subgrade with template.

B. Remove subgrade that will not support loaded form. Replace and compact subgrade to required density.

3.03 EQUIPMENT

A. Alternate equipment and methods, other than those required by this Section, may be used provided equal or better results will be obtained. Maintain equipment for preparing subgrade and for finishing and compacting concrete in good working order.

B. Subgrade Planer and Template:

1. Use subgrade planer with adjustable cutting blades to trim subgrade to exact section shown on Drawings. Select planer mounted on visible rollers which ride on forms. Planer frame must have sufficient weight so that it will remain on form, and have strength and rigidity that, under tests made by changing support from wheels to center, planer will not develop deflection of more than 1/8 inch. Tractors used to pull planer shall not produce ruts or indentations in subgrade. When slip form method of paving is used, operate subgrade planer on prepared track grade or have it controlled by electronic sensor system operated from string line to establish horizontal alignment and elevation of subbase.

2. Provide template for checking contour of subgrade. Template shall be long enough to rest upon side forms and have strength and rigidity that, when supported at center, maximum deflection shall not exceed 1/8 inch. Fit template with accurately adjustable rods projecting downward at 1 foot intervals. Adjust these rods to gauge cross sections of slab bottom when template is resting on side forms.

C. Machine Finisher: Provide power-driven, transverse finishing machine designed and operated to strike off and consolidate concrete. Machine shall have two screeds accurately adjusted to crown of pavement and with frame equipped to ride on forms. Use finishing machine with rubber tires when it operates on concrete pavement.

D. Hand Finishing:

1. Provide mechanical strike and tamping template 2 feet longer than width of pavement to be finished. Shape template to pavement section.

2. Provide two bridges to ride on forms and span pavement for finishing expansion and dummy joints. Provide floats and necessary edging and finishing tools.

E. Burlap Drag or transverse broom for Finishing Slab: Furnish four plies of 10 ounce burlap material fastened to bridge to form continuous strip of burlap full width of pavement. Maintain contact 3 foot width of burlap material with pavement surface. Keep burlap drags clean and free of encrusted mortar.

F. Vibrators: Furnish mechanically-operated, synchronized vibrators mounted on tamping bar which rides on forms and hand-manipulated mechanical vibrators. Furnish vibrators with frequency of vibration to provide maximum consolidation of concrete without segregation.

G. Traveling Form Paver: Approved traveling form paver may be used in lieu of construction methods employing forms, consolidating, finishing and floating equipment. Meet requirements of this specification for subgrade, pavement tolerances, pavement depth, alignments, consolidation, finishing and workmanship. When traveling form paver does not provide concrete paving that meets compaction, finish, and tolerance requirements of this Specification, immediately discontinue its use and use conventional methods.

1. Equip traveling paver with longitudinal transangular finishing float adjustable to crown and grade. Use float long enough to extend across pavement to side forms or edge of slab.

2. Ensure that continuous deposit of concrete can be made at paver to minimize starting and stopping. Use conventional means of paving locations inaccessible to traveling paver, or having horizontal or vertical curvature that traveling paver cannot negotiate.

3. Where Drawings require tie bars for adjacent paving, securely tie and support bars to prevent displacement. Tie bars may be installed with approved mechanical bar inserter mounted on traveling-form paver. Replace pavement in which tie bars assume final position other than that shown on Drawings.

3.04 FORMS

A. Side Forms: Use metal forms of approved shape and section. Preferred depth of form is equal to required edge thickness of pavement. Forms with depths greater or less than

required edge thickness of pavement will be permitted, provided difference between form depth and edge thickness when not greater than 1 inch, and further provided that forms of depth less than pavement edge are brought to required edge thickness by securely attaching wood or metal strips to bottom of form, or by grouting under form. Bottom flange of form shall be same size as thickness of pavement. Aluminum forms are not allowed. Forms shall be approved by Project Manager. Length of form sections shall be not less than 10 feet and each section shall provide for staking in position with not less than 3 pins. Flexible or curved forms of wood or metal of proper radius shall be used for curves of 200 foot radius or less. Forms shall have ample strength and shall be provided with adequate devices for secure setting so that when in-place they will withstand, without visible springing or settlement, impact and vibration of finishing machine. In no case shall base width be less than 8 inches for form 8 inches or more in height. Forms shall be free from warp, bends or kinks and shall be sufficiently true to provide straight edge on concrete. Top of each form section, when tested with straight edge, shall conform to requirements specified for surface of completed pavement. Provide sufficient forms for satisfactory placement of concrete. For short radius curves, forms less than 10 feet in length or curved forms may be used. For curb returns at street intersections and driveways, wood forms of good grade and quality may be used.

B. Form Setting:

1. Rest forms directly on subgrade. Do not shim with pebbles or dirt. Accurately set forms to required grade and alignment and, during entire operation of placing, compacting and finishing of concrete, do not deviate from this grade and alignment more than 1/8 inch in 10 feet of length. Do not remove forms for at least 8 hours after completion of finishing operations. Provide supply of forms that will be adequate for orderly and continuous placing of concrete. Set forms and check grade for at least 300 feet ahead of mixer or as approved by Project Manager.

2. Adjacent slabs may be used instead of forms, provided that concrete is well protected from possible damage by finishing equipment. Do not use adjacent slabs for forms until concrete has aged at least 7 days.

3.05 REINFORCING STEEL AND JOINT ASSEMBLIES

A. Place reinforcing steel and joint assemblies and position securely as indicated on Drawings. Wire reinforcing bars securely together at intersections and splices. Bars and coatings shall be free of rust, dirt or other foreign matter when concrete is placed. Secure reinforcing steel to chairs.

B. Position pavement joint assemblies at required locations and elevations, and rigidly secure in position. Install dowel bars in joint assemblies, each parallel to pavement surface and to center line of pavement, as shown.

C. Cut header boards, joint filler, and other material used for forming joints to receive each dowel bar.

D. Secure in required position to prevent displacement during placing and finishing of concrete.

E. Drill dowels into existing pavement, secure with epoxy, and provide paving headers as required to provide rigid pavement sections.

F. Use sufficient number of chairs for steel reinforcement bars to maintain position of bars within allowable tolerances. Place reinforcement as shown on Drawings. In plane of steel parallel to nearest surface of concrete, bars shall not vary from plan placement by more than 1/12 of spacing between bars. In plane of steel perpendicular to nearest surface of concrete, bars shall not vary from plan placement by more than 1/4 inch.

3.06 FIBROUS REINFORCING

A. Do not use fibrous reinforcing to replace structural, load-bearing, or moment-reinforcing steel.

3.07 PLACEMENT

A. Place concrete when air temperature taken in shade and away from artificial heat is above 35 degrees F and rising. Do not place concrete when temperature is below 40 degrees F and falling.

B. Place concrete within 90 minutes after initial water had been added. Remove and dispose of concrete not placed within this period.

C. Concrete slump during placement shall be 1 to 5 inches, except when using traveling-form paver, slump shall be maximum of 2 inches.

D. Deposit concrete continuously in successive batches. Distribute concrete in manner that will require as little rehandling as possible. Where hand spreading is necessary, distribute concrete with shovels or by other approved methods. Use only concrete rakes in handling concrete. At placement interruption of more than 30 minutes, place transverse construction joint at stopping point. Remove and replace sections less than 10 feet long.

E. Take special care in placing and spading concrete against forms and at longitudinal and transverse joints to prevent honeycombing. Voids in edge of finished pavement will be cause for rejection.

3.08 COMPACTION

A. Consolidate concrete using mechanical vibrators as specified herein. Extend vibratory unit across pavement, not quite touching side forms. Space individual vibrators at close enough intervals to vibrate and consolidate entire width of pavement uniformly. Mount mechanical vibrators to avoid contact with forms, reinforcement, transverse or longitudinal joints.

B. Furnish enough hand-manipulated mechanical vibrators for proper consolidation of concrete along forms, at joints and in areas not covered by mechanically controlled vibrators.

3.09 FINISHING

A. Finish concrete pavement with power-driven transverse finishing machines or by hand finishing methods.

1. Hand finish with mechanical strike and tamping template in same width as pavement to be finished. Shape template to pavement section shown on Drawings. Move strike template forward in direction of placement, maintaining slight excess of material in front of cutting edge. Make minimum of two trips over each area. Screed pavement surface to required section. Work screed with combined transverse and longitudinal motion in direction work is progressing. Maintain screed in contact with forms. Use longitudinal float to level surface.

B. On narrow strips and transitions, finish concrete pavement by hand. Thoroughly work concrete around reinforcement and embedded fixtures. Strike off concrete with strike-off screed. Move strike-off screed forward with combined transverse and longitudinal motion in direction work is progressing, maintaining screed in contact with forms, and maintaining slight excess of materials in front of cutting edge. Tamp concrete with tamping template. Use longitudinal float to level surface.

C. After completion of straightedge operation, make first pass of burlap drag or transverse broom as soon as construction operations permit and before water sheen has disappeared from surface. Follow with as many passes as required to produce desired texture depth. Permit no unnecessary delays between passes. Keep drag wet, clean and free from encrusted mortar during use.

3.10 JOINTS AND JOINT SEALING

A. Conform to requirements of Section 02752 - Concrete Pavement Joints.

3.11 CONCRETE CURING

A. Conform to requirements of Section 02753 - Concrete Pavement Curing.

3.12 TOLERANCES

A. Test entire surface before initial set and correct irregularities or undulations. Bring surface within requirements of following test and then finish. Place 10 foot straightedge parallel to center of roadway to bridge depressions and touch high spots. Do not permit ordinates measured from face of straight edge to surface of pavement to exceed 1/16 inch per foot from nearest point of contact. Maximum ordinate with 10 foot straightedge shall not exceed 1/8 inch. Grind spots in excess of required tolerances to meet surface test requirements. Restore texture by grooving concrete to meet surface finishing specifications.

3.13 FIELD QUALITY CONTROL

A. Perform testing under provisions of Section 01454 - Testing Laboratory Services.

B. Compressive Strength Test Specimens: Make four test specimens for compressive strength test in accordance with ASTM C 31 for each 150 cubic yards or less of pavement that is placed in one day. Test two specimens at 7 days or at number of hours as directed by the Project Manager for high early strength concrete. Test remaining two specimens at 28 days. Test specimens in accordance with ASTM C 39. Minimum compressive strength shall be 3000 pounds per square inch for first two specimens and 3500 pounds per square inch at 28 days.

C. When compressive test indicates failure, make yield test in accordance with ASTM C 138 for cement content per cubic yard of concrete. When cement content is found to be less than that specified per cubic yard, increase batch weights until amount of cement per cubic yard of concrete conforms to requirements.

D. Minimum of one 4 inch core will be taken at random locations per 375 feet per 12 feet lane or 500 square yards of pavement to measure in-place depth. Measure depth in accordance with ASTM C 174. Each core may be tested for 28 day compressive strength according to methods of ASTM C 42. 28 day compressive strength of each core tested shall be a minimum of 3000 pounds per square inch.

E. Request, at option, three additional cores in vicinity of cores indicating nonconforming in-place depths at no cost to City. In-place depth at these locations shall be average depth of four cores.

F. Fill cores and density test sections with new concrete paving or non shrink grout.

3.14 NONCONFORMING PAVEMENT

A. Remove and replace areas of pavement found deficient in thickness by more than 10 percent, or that fail compressive strength tests, with concrete of thickness shown on Drawings.

B. When measurement of any core is less than specified thickness by more than 10 percent, actual thickness of pavement in this area will be determined by taking additional cores at 10 foot intervals parallel to centerline in each direction from deficient core until, in each direction, core is taken which is not deficient by more than 10 percent. Exploratory cores for

deficient thickness will not be used in averages for adjusted unit price. Exploratory cores are to be used only to determine length of pavement in unit that is to be removed and replaced. Replace nonconforming pavement sections at no additional cost to City.

3.15 UNIT PRICE ADJUSTMENT

A. Unit price adjustments shall be made for in-place depth determined by cores as follows:

1. Adjusted Unit Price shall be ratio of average thickness as determined by cores to thickness bid upon, times unit price.

2. Apply adjustment to lower limit of 90 percent and upper limit of 100 percent of unit price.

3. Average depth below 90 percent but greater than 80 percent may be accepted by Project Manager at adjusted Unit Price of:

    a. Unit Price Bid - [2 x (1-ratio) x Unit Price Bid]

    b. Ratio equals average core thickness divided by thickness bid upon

    c. 0.9 ratio pays 80 percent of unit price and 0.8 ratio pays 60 percent of unit price.

4. Average depth below 80 percent will be rejected by Project Manager.

3.16 PAVEMENT MARKINGS

A. Restore pavement markings to match those existing in accordance with City of Houston standard specifications and details and Project Manager's requirements.

3.17 PROTECTION

A. Barricade pavement section to prevent use until concrete has attained minimum design strength. Cure barricade pavement section for minimum 72 hours before use. Do not open pavement to traffic until concrete is at least 10 days old. Pavement may be open to traffic earlier provided Contractor pays for testing and additional specimen once 7 day specified strength is obtained. Pavement may be opened when high early strength concrete is used meeting specified 72 hour strength.

B. High early strength concrete may be used to provide access at driveways, street intersections, esplanades and other locations approved by Project Manager.

C. On those sections of pavement to be opened to traffic, seal joints, clean pavement, and place earth against pavement edges before permitting use by traffic. Opening of pavement to traffic shall not relieve responsibility for Work.

D. Maintain concrete paving in good condition until completion of Work.

E. Repair defects by replacing concrete to full depth.

END OF SECTION

Section 02752

CONCRETE PAVEMENT JOINTS

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Joints for concrete paving; concrete sidewalks, concrete driveways, curbs, and curb and gutters.

B. Saw-cutting existing concrete or asphalt pavements for new joints.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for street pavement expansion joints, with or without load transfer, is on linear foot basis.

2. Payment for horizontal dowels is on a unit price basis for each horizontal dowel.

3. No separate payment will be made for formed or sawed street pavement contraction joints and longitudinal weakened plane joints. Include payment in unit price for Concrete Paving.

4. No separate payment will be made for joints for Curb, Curb and Gutter, Saw-tooth Curb, Concrete Sidewalks, and Concrete Driveways. Include payment in unit price for Curb and Gutter, Concrete Sidewalks, and Concrete Driveways.

5. Payment will be made for Preformed Expansion Joints on a linear foot basis only when field conditions require that sidewalk be moved adjacent to existing concrete structure (i.e., street, back of curb, etc.).

6. Refer to Section 01270 - Measurement and Payment for unit price procedures.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this Section is included in total Stipulated Price.

1.03 REFERENCES

A. ASTM A 615 - Standard Specification for Deformed and Plain Billet-Steel Bars for Concrete Reinforcement.

B. ASTM D 994 - Standard Specification for Preformed Expansion Joint Filler for Concrete (Bituminous Type).

C. ASTM D 1751 - Standard Specification for Preformed Expansion Joint Filler for Concrete Paving and Structural Construction (Nonextruding and Resilient Bituminous Types).

D. ASTM D 3405 - Standard Specification for Joint Sealants, Hot-Applied, for Concrete and Asphalt Pavements.

E. TxDOT Tex-525-C - Tests for Asphalt and Concrete Joint Sealers

1.04 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit product data for joint sealing compound and proposed sealing equipment for approval.

C. Submit samples of dowel cup, metal supports, and deformed metal strip for approval. Submit manufacturer's recommendation for placing sealant(s).

PART 2 P R O D U C T S

2.01 BOARD EXPANSION JOINT MATERIAL

A. Filler board of selected stock. Use wood of density and type as follows:

1. Clear, all-heart cypress weighing no more than 40 pounds per cubic foot, after being oven dried to constant weight.

2. Clear, all-heart redwood weighing no more than 30 pounds per cubic foot, after being oven dried to constant weight.

2.02 PREFORMED EXPANSION JOINT MATERIAL

A. Bituminous fiber and bituminous mastic composition material conforming to ASTM D 994 and ASTM D 1751.

2.03 JOINT SEALING COMPOUND

A. Conform joint sealants to one of sealant classes described in this section.

B. Conform hot-poured rubber-asphalt compound to ASTM D 3405.

C. Two-component Synthetic Polymer.

1. Curing is to be by polymerization and not by evaporation of solvent or fluxing of harder particles.

2. Cure sufficiently at average temperature of 25 ± 1 C (77 ± 2 F) so as not to pick up under wheels of traffic in maximum three hours.

3. Performance requirements, when tested in accordance with TxDOT Tex-525-C, shall meet above curing times and requirements as follows:

Cold-Extruded and Cold-Pourable (Self-Leveling) Specifications	
Property	**Requirement**
Penetration, 25 C (77 F) 150 g Cone, 5 s, 0.1 mm (in.), maximum	130
Bond and Extension 50%, -29 C (-20 F), 3 cycles: *Dry Concrete Block *Steel blocks (Primed, if recommended by manufacturer) *Steel blocks shall be used when armor joints are specified	 Pass Pass
Flow at 70 C (158 F)	None
Water content % by mass, maximum	5.0
Resilience: * Original sample, % min. (cured) * Oven-aged at 70 C (158 F), % min.	 50 50
Cold-extruded material only - Cold Flow (10 minutes)	None

After bond and extension test, there shall be no evidence of cracking, separation or other opening that is over 3 millimeters (1/8 inch) deep in sealer or between sealer and test blocks.

4. Provide cold-extruded type for vertical or sloping joints.

5. Provide self-leveling type for horizontal joints.

D. Self-Leveling, Low Modulus Silicone or Polyurethane Sealant for Asphaltic Concrete and Portland Cement Concrete Joints. This shall be a single component self-leveling silicone or polyurethane material that is compatible with both asphalt and concrete pavements. The sealer shall not require a primer for bond; a backer rod shall be required which is compatible with the sealant; no reaction shall occur between rod and sealant.

When tested in accordance with TxDOT Tex-525-C, self-leveling sealant shall meet following requirements:

Self-Leveling, Low Modulus Silicone or Polyurethane Sealant	
Property	**Requirements**
Tack Free Time, 25 ± 1 C (77 ± 2 F), minutes	120 maximum
Nonvolatile content, % by mass	93 minimum
Tensile Strength and 24 Hour Extension Test: * Initial, 10-day cure, 25 ± 1 C (77 ± 2 F), kPa (psi) * After Water Immersion, kPa (psi) * After Heat Aging, kPa (psi) * After Cycling, -29 C (-20 F), 50%, 3 cycles, kPa (psi) * 24 Hour Extension	 * 21 to 69 (3 to 10) * 21 to 69 (3 to 10) * 21 to 69 (3 to 10) * 21 to 69 (3 to 10) * Pass (All Specimens) After 24 hours, there shall be no evidence of cracking, separation or other opening that is over 3 mm (1/8 in.) deep at any point in the sealer or between the sealer and test blocks.

2.04 LOAD TRANSMISSION DEVICES

A. Smooth, steel dowel bars conforming to ASTM A 615, Grade 60. When indicated on Drawings, encase one end of dowel bar in approved cap having inside diameter 1/16 inch greater than diameter of dowel bar.

B. Deformed steel tie bars conforming to ASTM A 615, Grade 60.

2.05 SUPPORTS FOR REINFORCING STEEL AND JOINT ASSEMBLY

A. Employ supports of approved shape and size that will secure reinforcing steel and joint assembly in correct position during placing and finishing of concrete. Space supports as directed by Project Manager.

PART 3 E X E C U T I O N

3.01 PLACEMENT

A. When new Work is adjacent to existing concrete, place joints at same location as existing joints in adjacent pavement.

B. If limit of removal of existing concrete or asphalt pavement does not fall on existing joint, saw cut existing pavement minimum of 2 inches deep to provide straight, smooth joint surface without chipping, spalling or cracks.

3.02 CONSTRUCTION JOINTS

A. Place transverse construction joint wherever concrete placement must be stopped for more than 30 minutes. Place longitudinal construction joints at interior edges of pavement lanes using No. 6 deformed tie bars, 30 inches long and spaced 18 inches on centers.

3.03 EXPANSION JOINTS

A. Place 3/4 inch expansion joints at radius points of curb returns for cross street intersections, or as located in adjacent pavement but no further than 80 feet apart. Use no boards shorter than 6 feet. When pavement is 24 feet or narrower, use not more than 2 lengths of board. Secure pieces to form straight joint. Shape board filler accurately to cross section of concrete slab. Use load transmission devices of type and size shown on Drawings unless otherwise specified or shown as "No Load Transfer Device." Seal with joint sealing compound.

3.04 CONTRACTION JOINTS

A. Place contraction joints at same locations as in adjacent pavement or at spaces indicated on Drawings. Place smoothed, painted and oiled dowels accurately and normal to joint. Seal groove with joint sealing compound.

3.05 LONGITUDINAL WEAKENED PLANE JOINTS

A. Place longitudinal weakened plane joints at spaces indicated on Drawings. If more than 15 feet in width is poured, longitudinal joint must be saw cut. Seal groove with joint sealing compound.

3.06 SAWED JOINTS

A. Use sawed joints as alternate to contraction and weakened plane joints. Use circular cutter capable of cutting straight line groove minimum of 1/4 inch wide. Maintain depth of one quarter of pavement thickness. Commence sawing as soon as concrete has hardened sufficiently to permit cutting without chipping, spalling or tearing and prior to initiation of cracks. Once sawing has commenced, continue until completed. Make saw cut with one pass. Complete sawing within 24 hours of concrete placement. Saw joints at required spacing consecutively in sequence of concrete placement.

B. Concrete Saw: Provide sawing equipment adequate in power to complete sawing to required dimensions and within required time. Maintain ample supply of saw blades at work site during sawing operations. Maintain sawing equipment on job during concrete placement.

3.07 JOINTS FOR CURB, CURB AND GUTTER

A. Place 3/4 inch preformed expansion joints through curb and gutters at locations of

expansion and contraction joints in pavement, at end of radius returns at street intersections and driveways, and at curb inlets. Maximum spacing shall be 120-foot centers.

3.08 JOINTS FOR CONCRETE SIDEWALKS

A. Provide 3/4 inch expansion joints conforming to ASTM A 1751 along and across sidewalk at back of curbs, at intersections with driveways, steps, and walls; and across walk at intervals not to exceed 36 feet. Provide expansion joint material conforming to ASTM D 994 for small radius curves and around fire hydrants and utility poles. Extend expansion joint material full depth of slab.

3.9 JOINTS FOR CONCRETE DRIVEWAYS

A. Provide 3/4-inch expansion joints conforming to ASTM D 1751 across driveway in line with street face of sidewalks, at existing concrete driveways, and along intersections with sidewalks and other structures. Extend expansion joint material full depth of slab.

3.10 JOINT SEALING

A. Seal joints only when surface and joints are dry, ambient temperature is above 50 degrees F and less than 85 degrees F and weather is not foggy or rainy.

B. Use joint sealing equipment in like new working condition throughout joint sealing operation, and be approved by Project Manager. Use concrete grooving machine or power-operated wire brush and other equipment such as plow, brooms, brushes, blowers or hydro or abrasive cleaning as required to produce satisfactory joints.

C. Clean joints of loose scale, dirt, dust and curing compound. The term joint includes wide joint spaces, expansion joints, dummy groove joints or cracks, either preformed or natural. Remove loose material from concrete surfaces adjacent to joints.

D. Fill joints neatly with joint sealer to depth shown. Pour sufficient joint sealer into joints so that, upon completion, surface of sealer within joint will be 1/4 inch above level of adjacent surface or at elevation as directed.

3.11 PROTECTION

A. Maintain joints in good condition until completion of Work.

B. Replace damaged joints material with new material as required by this Section.

END OF SECTION

Section 02753

CONCRETE PAVEMENT CURING

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Curing of Portland cement concrete paving.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. No separate payment will be made for concrete curing under this Section. Include payment in unit price for Concrete Paving, Concrete Sidewalks, Concrete Driveways, Curbs, and Curb and Gutters.

2. Refer to Section 01270 - Measurement and Payment for unit price procedures.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this Section is included in total Stipulated Price.

1.03 REFERENCES

A. ASTM C 156 - Standard Test Method for Water Retention by Concrete Curing Materials.

B. ASTM C 171 - Standard Specifications for Sheet Materials for Curing Concrete.

C. ASTM C 309 - Standard Specifications for Liquid Membrane-Forming Compounds for Curing Concrete.

1.04 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit manufacturer's product data for cover materials and liquid membrane-forming compounds.

PART 2 P R O D U C T S

2.01 COVER MATERIALS FOR CURING

A. Conform curing materials to one of the following:

1. Polyethylene Film: Opaque pigmented white film conforming to requirements of ASTM C 171.

2. Waterproofed Paper: Paper conforming to requirements of ASTM C 171.

3. Cotton Mats: Single layer of cotton filler completely enclosed in cover of cotton cloth. Mats shall contain not less than 3/4 of a pound of uniformly distributed cotton filler per square yard of mat. Cotton cloth used for covering materials shall weigh not less than 6 ounces per square yard. Stitch mats so that mat will contact surface of pavement at all points when saturated with water.

2.02 LIQUID MEMBRANE-FORMING COMPOUNDS

A. Conform liquid membrane-forming compounds to ASTM C 309. Membrane shall restrict loss of water to not more than 0.55 kg/m^2 in 72 hours using test method ASTM C 156.

PART 3 E X E C U T I O N

3.01 CURING REQUIREMENT

A. Cure concrete pavement by protecting against loss of moisture for period of not less than 72 hours immediately upon completion of finishing operations. Do not use membrane curing for concrete pavement to be overlaid by asphalt concrete.

B. Failure to provide sufficient cover material shall be cause for immediate suspension of concreting operations.

3.02 POLYETHYLENE FILM CURING

A. Immediately after finishing surface, and after concrete has taken its initial set, apply water in form of fine spray. Cover surface with polyethylene film so film will remain in direct contact with surface during specified curing period.

B. Cover entire surface and both edges of pavement slab. Overlap joints in film sheets minimum of 12 inches. Immediately repair tears or holes occurring during curing period by placing acceptable moisture-proof patches or replacing.

3.03 WATERPROOFED PAPER CURING

A. Immediately after finishing surface, and after concrete has taken its initial set, apply water in form of fine spray. Cover surface with waterproofed paper so paper will remain in direct contact with surface during specified curing period.

B. Prepare waterproofed paper to form blankets of sufficient width to cover entire surface and both edges of pavement slab, and not be more than 60 feet in length. Overlap joints in blankets caused by joining paper sheets not less than 5 inches and securely seal with asphalt cement having melting point of approximately 180 degrees F. Place blankets to secure overlap of at least 12 inches. Immediately repair tears or holes appearing in paper during curing period by cementing patches over defects.

3.04 COTTON MAT CURING

A. Immediately after finishing surface, and after concrete has taken its initial set, completely cover surface with cotton mats, thoroughly saturated before application, maintaining contact with surface of pavement equally at all points.

B. Keep mats on pavement for specified curing period. Keep mats saturated so that, when lightly compressed, water will drip freely from them. Keep banked earth or cotton mat covering edges saturated.

3.05 LIQUID MEMBRANE-FORMING COMPOUNDS

A. Immediately after free surface moisture, and after concrete has dispersed, apply liquid membrane-forming compound in accordance with manufacturer's instructions.

B. Moisten concrete by water fogging prior to application of membrane when surface has become dry.

C. Seal concrete surface with single coat at rate of coverage recommended by manufacturer and directed by Project Manager, but not less than one gallon per 200 square feet of surface area.

3.06 TESTING MEMBRANE

A. Treated areas will be visually inspected for areas of lighter color of dry concrete as compared to dump concrete. Test suspected areas by placing few drops of water on surface.
Membrane passes test when water stands in rounded beads or small pools which can be blown along surface of concrete without wetting surface.

B. Reapply membrane compound immediately at no cost to City when membrane fails above test.

END OF SECTION

Section 02762

BLAST CLEANING OF PAVEMENT

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Removal of existing pavement markings.

B. Preparation of pavement surfaces for new pavement markings.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for blast cleaning of roadway lanes is on linear foot basis for each width, measured in place.

2. Payment for blast cleaning of symbols and legends is on square foot basis, measured in place.

3. Payment for removal of raised pavement markings, all types, is on a lump sum basis.

4. Refer to Section 01270 - Measurement and Payment for unit price procedures.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this Section is included in total Stipulated Price.

1.03 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit description and characteristics of proposed blasting medium and equipment for approval.

PART 2 P R O D U C T S

2.01 MATERIALS

A. Blasting Media: Quality commercial product capable of producing specified surface cleanliness without deposition of deleterious materials on cleaned pavement surface. Do not use high silica content sand that may result in high levels of free crystalline silica dust particles as blasting agent.

2.02 EQUIPMENT

A. Equipment shall be power driven and of sufficient capacity to remove pavement markings. Equipment shall utilize moisture and oil traps of sufficient capacity to remove contaminants from air and prevent deposition of moisture, oil, or other contaminants on pavement surface.

PART 3 E X E C U T I O N

3.01 REMOVAL OF EXISTING MARKINGS

A. Remove pavement markings where necessary to prevent driver confusion, or where indicated on Drawings. Included are areas where it will be necessary for drivers to cross existing markings which they would not normally cross. Remove or obliterate markings. Do not damage pavement surface.

3.02 CLEANING FOR PLACEMENT OF MARKERS

A. Remove old pavement markings, loose material, and other contaminants deleterious to adhesion of new pavement markings to be placed. On Portland cement concrete pavement, minimize over blasting to prevent damage to pavement surface. Small particles of tightly adhering existing pavement markings may remain when complete removal will result in pavement surface damage.

B. Follow manufacturer's written instructions for proper cleaning of pavement surfaces to receive pavement marking.

END OF SECTION

Section 02764

RAISED PAVEMENT MARKERS

PART 1 GENERAL

1.01 SECTION INCLUDES

A. Raised pavement markers which include reflectorized and nonreflectorized traffic buttons, pavement markers and jiggle bars all of which are capable of being attached to a roadway surface by an adhesive.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices

1. Payment will be based on the number of satisfactorily installed pavement markers.

2. Unit price bid for each item shall be full compensation for materials, application of raised pavement markings, equipment, labor, tools, and incidentals necessary to complete Work in accordance with the plans and specifications.

B. Stipulated Price (Lump Sum). When Contract is Stipulated Price Contract, payment for work in the Section is included in total Stipulated Price.

1.03 MATERIAL

A. All Jiggle Bar Tiles shall conform to the requirements of TxDOT DMS-4100, “Jiggle Bar Tiles.”

B. Raised Pavement Markers shall conform to the requirements of TxDOT DMS-4200, “Pavement Markers (Reflectorized).”

C. Traffic Buttons shall conform to the requirements of TxDOT DMS-4300, Traffic Buttons.”

D. Testing. The Engineer reserves the right to perform any or all tests required by this item as a check on the tests reported by the manufacturer. Upon request, the Contractor shall furnish, free of charge, samples of the material of the size and in the amount determined by the Engineer for test purposes. In case of any variance, the Engineer’s tests will govern.

1.04 EQUIPMENT

A. Provide the necessary equipment to conduct the work specified herein.

PART 2 PRODUCTS

2.01 CONSTRUCTION

A. The Contractor shall establish guides to mark the lateral location of pavement markings as shown on the plans or as directed by the Engineer. The Engineer shall approve locations of these markings and may authorize necessary adjustments from the plans.

B. The reflective faces of all Type II markers shall be positioned so that the direction of reflection of one (1) face shall be directly opposite to the direction of reflection of the other face.

C. Raised Pavement markers Type I-C shall have clear reflector face towards traffic. Raised pavement markers Type II C-R, shall have the clear face toward the normal traffic flow and the red face toward wrong-way traffic.

D. Unless otherwise shown on the plans or specified by the Engineer, all raised pavement markers placed in broken lines shall be placed in line with and midway between the stripes. The first and last raised pavement marker in a no-passing line shall be a reflective marker. Buttons used to simulate a 10 feet skip lane lines shall be spaced at 40 inches.

E. The pavement markers not placed in accordance with the plans or as directed by the Engineer shall be removed by the Contractor at the Contractor's expense.

F. Removal of existing pavement markers or residual adhesive from a missing pavement marker prior to placement of new or replacement marker(s) shall be in conformance with Section 02762, "Blast Cleaning of Pavement." The portion of the highway surface to which the raised pavement marker is attached by the adhesive shall be clean and free of dirt, grease, oil, and moisture at the time of installation. Surface preparation for installation of raised pavement markers will not be paid for directly, but shall be considered subsidiary to this item. Unsound pavement or other materials that would adversely affect the bond of the adhesive shall not be an acceptable surface.

G. The hot epoxy adhesive shall be applied so that 100 percent of the bonding area of the raised pavement marker will be in contact and shall be of sufficient thickness so that excess adhesive shall be forced out around the perimeter of the raised pavement marker but without impairing the functional capability of the reflectivity of the pavement marker. When the project is complete, the raised pavement marker shall be firmly bonded to the pavement; lines formed by the raised pavement markers shall be true, and the entire installation shall present a neat appearance.

H. Where required by the Engineer, pavement markings outside the limits of this project will be removed or adjusted to provide for a proper tie into this project. The old markings shall be removed or defaced in such a manner that they do not give the appearance of traffic pavement markings.

END OF SECTION

Section 02765

PREFORMED PAVEMENT MARKINGS

PART 1 GENERAL

1.01 SECTION INCLUDES

A. Furnish and install preformed pavement markings, a long-term tape and sheeting pavement marking material to be used for permanent type longitudinal or transverse lines and word/symbol legends.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices

1. Payment for preformed pavement markings is on a linear foot basis.

2. Payment for words and symbols is for each word or symbol.

3. Unit price bid for each item shall be full compensation for materials, application of pavement markings, equipment, labor, tools, and incidentals necessary to complete Work in accordance with the plans and specifications.

B. Stipulated Price (Lump Sum). When Contract is Stipulated Price Contract, payment for work in the Section is included in total Stipulated Price.

1.03 MATERIALS

A. All materials shall conform to the requirements of TxDOT DMS-8240 “Permanent Prefabricated Pavement Markings” as shown on the plans. Type A, B, or C prefabricated markings shall be indicated on the plans based upon the traffic conditions of the roadway and the placement method indicated.

1.04 EQUIPMENT

A. Provide the necessary equipment to conduct the work specified herein.

PART 2 PRODUCTS

2.02 CONSTRUCTION

A. General: All markings shall be located as shown in the plans. The contractor shall install the preformed plastic pavement markings to newly paved hot-mix asphaltic concrete pavements by the in-laid method unless the temperature of the pavement has

reached or fallen below the minimum allowable pavement temperature shown in Table 1.

Table 1
Acceptable Pavement Temperatures for Application of Pavement Markings

Hot Mix Asphalt Type Upon Which the Performed Pavement Marking is to be Applied	Surface Temperature Range for Inlaid Method, °F	Minimum Allowable Pavement Temperature for Inlaid Method, °F	Surface Temperature Range for Cold Laid Method, ° F
Open-Graded Friction Course (OGFC)	160 °F to 180 °F	160 °F	60 °F to 120 °F
Stone Matrix Asphalt (SMA)			
Dense Graded Hot Mixed Aspahlt w/PG 76- or 82-XX Asphalt Cement			
Dense Graded Hot Mixed Asphalt w/PG 70-, 64-, or 58-XX Asphalt Cement	120 °F to 155 °F	120 °F	

All material shall be placed according to the manufacturer's instructions, and in accordance with the surface condition, moisture and temperature requirements listed below:

B. Inlaid Preformed Pavement Markings.

This installation procedure shall apply to streets with newly paved asphaltic concrete surfaces that have attained the temperature ranges shown in Table 1 from initial placement. If at any time after initial placement the pavement cools to below the minimum allowable temperature as shown in Table 1, the markings shall be installed as Thermoplastic Pavement Markings per Section 02767 requirements. For portland cement concrete streets, see Cold-Laid Preformed Pavement Markings (next section) below.

The contractor shall place and inlay all pavement markings on the newly placed asphaltic concrete pavement prior to the final rolling of the asphalt.

The preformed pavement markings shall be applied after the newly placed asphaltic concrete pavement has been adequately compacted and within the temperature range specified in Table 1. The Contractor will be required to install temporary pavement markings at no additional cost to the City if the cold-laid method is used. Preformed pavement line markings shall be installed with a mechanical applicator which shall be capable of placing pavement lines in a neat, accurate and uniform manner. The mechanical applicator shall be equipped with a film cut-off device. Word legends and arrows shall be installed by hand and result in neat, accurate and uniform words and arrows. The preformed pavement markings shall be inlaid into the asphaltic concrete surface by means of a mechanical roller. The roller shall be of sufficient weight capacity to inlay the pavement marking to a minimum depth of 65% of the material

thickness, and to not more than 80% of the material thickness while the temperature range of the pavement surface is within the ranges specified in Table 1. In the event the inlaid markings are distorted or discolored to the point that cleaning does not restore its initial appearance by the contractor's operations, fail to provide a uniform appearance, or are installed improperly, such markings shall be removed and replaced in the finished surface of the pavement as Thermoplastic Pavement Markings per Section 02767 requirements at no additional expense to the City.

C. Cold-Laid Preformed Pavement Markings.

This installation procedure applies to all portland cement concrete pavements, existing asphaltic concrete pavement, and newly placed asphaltic concrete that at any time has fallen below the minimum allowable temperature specified in Table 1 after initial placement.

Pavement on which pavement markings are to be placed shall be cleaned and prepared prior to placement of markings. Cleaning shall be in conformance with Section 02762, “Blast Cleaning of Pavement” such that contaminants, loose materials, and conditions deleterious to proper adhesion are removed. When blast cleaning is required, it shall be done to the extent that a sound pavement surface is exposed. Surfaces shall be further prepared after cleaning by sealing or priming, as recommended by the manufacturer. Pavement to which materials to be applied shall be completely dry. Materials shall not be applied until concrete pavement has appeared to be dry for a minimum of four hours and until asphaltic concrete pavement has appeared to be dry for a minimum of two hours.

Pavement and ambient air temperature requirements recommended by the manufacturer shall be observed. If no temperature requirements are established by the manufacturer, material shall not be placed if the surface temperature is outside the acceptable range shown in Table 1 (see column 4 of this table).

END OF SECTION

Section 02767

THERMOPLASTIC PAVEMENT MARKINGS

PART 1 GENERAL

1.01 SECTION INCLUDES

A. This item includes the application of thermoplastic pavement markings, in conformance with the minimum optical and physical properties required for a thermoplastic road marking compound described herein, in a molten state, onto a pavement surface.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices

1. Payment for thermoplastic pavement markings is on a linear foot basis.

2. Payment for words and symbols is for each word or symbol.

3. Payment for green colored pavement markings is on a square foot basis.

4. Payment for railroad crossing markings, to include stop line and two transverse lines, is for each crossing marked. For multi-lane approaches to railroad crossings, the solid 8-inch lines will be measured in linear feet, complete in place.

5. Unit price bid for each item shall be full compensation for materials, application of pavement markings, equipment, labor, tools, and incidentals necessary to complete Work in accordance with the plans and specifications.

B. Stipulated Price (Lump Sum). When Contract is Stipulated Price Contract, payment for work in the Section is included in total Stipulated Price.

1.03 MATERIAL

A. All materials shall conform to the requirements of TxDOT DMS-8220 "Hot Applied Thermoplastic." Thermoplastic materials shall be stored in a dry environment to minimize the amount of moisture retained during storage.

B. Materials used for green colored pavement (bicycle green) shall be manufactured with appropriate pigment to ensure that the resulting colors comply with the Light Green color as specified in the FHWA memorandum dated 4/15/2011: "Interim Approval for Optimal Use of Green Colored Pavement for Bike Lanes (IA-14)". Green colored pavement to be defined as transverse markings.

1.04 EQUIPMENT

A. Provide the necessary equipment to conduct the work specified herein. All equipment shall be maintained in good working order such that neat and clean thermoplastic markings are applied at the proper thicknesses and glass beads are placed at the correct rate. Equipment that is deemed deficient by the Engineer shall be replaced immediately.

PART 2 PRODUCTS

2.01 CONSTRUCTION

The appearance of the finished markings shall have a uniform surface, crisp edges with a minimum over-spray, clean cut-off, meet straightness requirements and conform to the design drawings and/or engineer instructions.

The contractor shall provide the Engineer with certification from the marking manufacturer that contractor has been adequately trained and certified to apply the manufacturer's material. This certification shall be considered current if the certification date provided by the manufacturer is within two years of the date of marking application.

All striping and pavement markings shall be placed in accordance with the requirements of this specification, the detailed plans, and the current edition of the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD). The Contractor shall provide all other engineering services necessary for pre-marking of all proposed stripe within the limits of the designated work.

Unless authorized otherwise in writing by the Engineer, striping shall be accomplished during daylight hours. Approved lighting arrangements will be required for night time operations when allowed. The Contractor may be required to place markings over existing markings, as determined by the Engineer. The Contractor shall adjust the operation of the thermoplastic screed shoe to match the previous lengths of stripes and skips, when necessary.

Failure of the striping material to adhere to the pavement surface during the life of the contract shall be prima facie evidence that the materials, even though complying with these specifications, or the application thereof, was inconsistent with the intent of the requirements for the work under the latest City specifications and shall be cause for ordering corrective action or replacement of the marking without additional cost to the City.

Unless otherwise approved by the Engineer, permanent pavement markings on newly constructed pavements surfaced with asphaltic concrete or bituminous seals shall not be applied for a minimum of 14 days or a maximum 35 days. Temporary pavement marking shall be provided during the 14 to 35-day period.

A. Surface Preparation.

1. Moisture**.** All surfaces shall be inspected for moisture content prior to application of thermoplastic. Approximately two square feet of a clear plastic or tar paper shall be laid on the road surface and held in place for 15 to 20 minutes. The underside of the plastic or tar paper shall then be inspected for a buildup of condensed moisture from the road surface. Pavement is considered dry if there is no condensation on the underside of the plastic or tarpaper. In the event of moisture, this test shall be repeated until there is no moisture on the underside of the plastic or tar paper.

2. Cleaning. All surfaces shall be clean and dry, as defined in Section 535.4.A.1, before thermoplastic can be applied. Loose dirt and debris shall be removed by thoroughly blowing compressed air over the area to be striped. If the thermoplastic is to be applied over existing paint lines, the paint line shall be swept with a mechanical sweeper or wire brush to remove poorly adhered paint and dirt that would interfere with the proper bonding or the thermoplastic. Additional cleaning through the use of compressed air may be required to remove embedded dirt and debris after sweeping. Latence and curing compound shall be removed from all new Portland cement concrete surfaces in accordance with Section 02762, "Blast Cleaning of Pavement."

3. Layout. The pavement markings shall be placed in proper alignment with guidelines established on the roadway. Deviation from the alignment established shall not exceed 2 inches and, in addition, the deviation in alignment of the marking being placed shall not exceed 1 inch per 200 feet of roadway nor shall any deviation be abrupt.

   No striping material shall be applied over a guide cord; only longitudinal joints, existing stripes, primer, or other approved type guides will be permitted. In the absence of a longitudinal joint or existing stripe, the Contractor shall mark the points necessary for the placing of the proposed stripe. Edge striping shall be adjusted as necessary so that the edge stripe will be parallel to the centerline and shall not be placed off the edge of the pavement.

   Longitudinal markings shall be offset at least 2-inches from construction joints of Portland cement concrete surfaces and joints and shoulder breaks of asphalt surfaces.

4. Primer Sealer. Primer sealer shall be used on all Portland cement concrete surfaces. A primer sealer shall be used on asphalt surfaces that are over two years old and/or on asphalt surfaces that are worn or oxidized to a condition where 50 percent or more of the wearing surface is exposed aggregate. Existing pavement markings may act as the primer sealer if, after cleaning, more than 70 percent of the existing pavement marking is still properly bonded to the asphalt surface.

5. Primer Sealer Application. When required as described, the primer-sealer shall be applied to the road surface in a continuous film at a minimum thickness of 3 to 5 mils. Before the Thermoplastic is applied, the primer-sealer shall be allowed to dry to a tacky state. The thermoplastic shall be applied within 4 hours after the primer application.

B. Temperature Requirements.

1. Ambient Conditions. The ambient air and road surface shall be 55°F and rising before application of thermoplastic can begin.

2. Material Requirements. Unless otherwise specified by the material manufacturer, the thermoplastic compound shall be heated from 400°F to 450°F and shall be a minimum of 400°F as it makes contact with road surface during application. An infrared temperature gun shall be used to determine the temperature of the thermoplastic as it is being applied to the road surface.

C. Drop-on Glass Sphere Application.

1. Application Rate. Retro-reflective glass spheres shall be applied at the rate of 10 pounds per 100 square feet of applied markings. This application rate shall be determined by confirming the following consumption rates:

   a. 200 pounds of drop on glass spheres per ton of applied thermoplastic when the thermoplastic is being applied at 0.090 inch film thickness.

   b. 150 pounds of drop on glass spheres per ton of applied thermoplastic when the thermoplastic is being applied at 0.125 inch thickness.

2. Application Method. Retro-reflective glass spheres shall be applied by a mechanical dispenser property calibrated and adjusted to provide proper application rates and uniform distribution of the spheres across the cross section of the entire width of the line. To enable the spheres to embed themselves into the hot thermoplastic, the sphere dispenser shall be positioned immediately behind the thermoplastic application device. This insures that the spheres are applied to the thermoplastic material while it is still in the molten state.

D. Application Thickness.

1. Longitudinal and Transverse Markings. On previously unmarked pavements or pavements where markings have been effectively removed, all lane lines, center lines, transverse markings and pavement markings in traffic areas with :S 1 ,000 vehicles per day per lane shall have a minimum film thickness of 0.090 inch at the edges and a maximum of 0.145 inch at the center. A minimum average film thickness of 0.090 inch shall be maintained. On pavements with existing markings, meeting the traffic requirements stated above, all lane lines, center lines, transverse markings and pavement markings shall have a minimum film

thickness of 0.060 inch for re-application over existing strip line.

2. High Wear Longitudinal and Transverse Marking. On previously unmarked pavements or pavements where markings have been effectively removed, all lane lines, center lines, transverse markings and pavement markings in high traffic areas (>1,000 vehicles per day per lane) shall have a minimum film thickness of 0.125 inch at the edges and a maximum of 0.188 inch at the center. A minimum average film thickness of 0.125 inch shall be maintained. On pavements with existing markings, meeting the traffic requirements stated above, all lane lines, center lines, transverse markings and pavement markings shall have a minimum film thickness of 0.090 inch for re-application over existing strip line.

E. Packaging.

1. Containers. The thermoplastic material shall be delivered in 50 pound containers or bags of sufficient strength to permit normal handling during shipment and handling on the job without loss of material.

2. Labeling. Each container shall be clearly marked to indicate the color of the material, the process batch number and/or manufacturer's formulation number, the manufacturer's name and address and the date of manufacture.

F. Acceptance.

1. Sampling Procedure. Random samples may be taken at the job site at the discretion of the City Traffic Engineer for quality assurance. The City reserves the right to conduct the tests deemed necessary to identify component materials and verify results of specific tests indicated in conjunction with the specification requirements.

   The sample(s) shall be labeled as to the shipment number, lot number, date, quantity, and any other pertinent information. At least three randomly selected bags shall be obtained from each lot. A 10 pound) sample from the three bags shall be submitted for testing and acceptance. The lot size shall be approximately 44,000 pounds unless the total order is less than this amount.

2. Manufacturer's Responsibility.

   a. Sampling and Testing. The manufacturer shall submit test results from an approved independent laboratory. All material samples shall be obtained 20 days in advance of the pavement marking operations. The cost of testing shall be included in the price of thermoplastic material. The approved independent laboratory's test results shall be submitted to the City Traffic Engineer in the form of a certified test report.

b. Bill of Lading. The manufacturer shall furnish the Material and Tests Laboratory with copies of Bills of Lading for all materials inspected. Bill of lading shall indicate the consignee and the destination, date of shipment, lot numbers, quantity, type of material, and location of source.

c. Material Acceptance. Final acceptance of a particular lot of thermoplastic will be based on the following.

(1) Compliance with the specification for material composition requirements verified by approved independent laboratory with tests results.

(2) Compliance with the specification for the physical properties required and verified by an approved independent laboratory with test results.

(3) Manufacturer's test results for each lot thermoplastic have been received.

(4) Identification requirements are satisfactory.

3. Contractor's Responsibility.

a. Notification. The contractor shall notify the Construction Inspector 72 hours prior to the placement of the thermoplastic markings to enable the inspector to be present during the application operation. At the time of notification, the Contractor shall indicate the manufacturer and the lot numbers of the thermoplastic that will be used.

A check should be made by the contractor to insure that the approved lot numbers appear on the material package. Failure to do so is cause for rejection.

b. Warranty or Guarantee. If the normal trade practice for manufacturers is to furnish warranties or guarantees for the materials and equipment specified herein, the Contractor shall turn the guarantees and warranties over to the Engineer for potential dealing with the manufacturers. The extent of such warranties or guarantees will not be a factor in selecting the successful bidder.

END OF SECTION

Section 02951

PAVEMENT REPAIR AND RESTORATION

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Repairing and replacing streets, highways, and other pavements as required per street cut ordinance that have been cut, broken, or damaged due to utility excavation.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for pavement repair and replacement for utility projects is on a square yard basis and includes surface and base materials as required per street cut ordinance.

2. Measurement for utility projects: Match actual pavement replaced but no greater than maximum pavement replacement limits in accordance with the street cut ordinance or otherwise shown on drawings.

3. Refer to Section 01270 - Measurement and Payment for other unit price procedures.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this section is included in total Stipulated Price.

PART 2 P R O D U C T S

2.01 MATERIALS

A. Subgrade:

1. Provide backfill material as required by applicable excavation and fill sections (Sections 02315 through 02319) and Section 02330 - Embankment.

2. Provide material for stabilization as required by applicable portions of Section 02336 - Lime Stabilized Subgrade, Section 02337 - Lime/Fly-Ash Stabilized Subgrade, and Section 02338 - Portland Cement Stabilized Subgrade.

B. Base: Provide base material as required by applicable portions of Section 02711 - Hot Mix Asphaltic Base Course, Section 02712 - Cement Stabilized Base Course, and Section 02713 - Crushed Concrete Base Course.

C. Pavement: Provide paving materials as required by applicable portions of Section 02741 - Asphaltic Concrete Pavement, Section 02751- Concrete Paving, Section 02754 - Concrete Driveways, and Section 02771 - Curb, Curb and Gutter, and Headers, and Section 02775 - Concrete Sidewalks.

PART 3 E X E C U T I O N

3.01 PREPARATION

A. Notify City prior to commencement of excavation in pavement for which an Excavation in Public Way permits has been obtained. Follow directions contained in the permit.

B. Conform to requirement of Section 02221 - Removing Existing Pavements and Structures, for removals.

C. Saw cut pavement 18 inches wider than width of trench needed to install utilities unless otherwise indicated on Drawings.

D. When removing pavement to existing deformed metal strip (i.e. dummy joint), saw cut pavement minimum 2 inches deep on opposite side of deformed metal strip. Place saw joint far enough behind deformed metal strip to obtain continuously straight joint. Remove damaged portion of deformed metal strip as required to provide proper joint. Saw cut and remove metal strip before placement of new concrete pavement.

E. Protect edges of existing pavement to remain from damage during removals, utility placement, backfill, and paving operations. For concrete pavement, protect undisturbed subgrade that is to remain to support replacement slab.

F. Dowel in existing pavement where no reinforcement is found or is broken due to construction activities. Unless otherwise directed by Project Manager, provide No. 6 bars 24 inches long, drilled and embedded 8 inches into center of existing slab with 'PO-ROC' epoxy grout or approved equal. Space dowels to match new pavement reinforcement spacing.

G. Provide transitional paving and earthwork as required to tie proposed pavement to existing pavement when unable to dowel new pavement into existing pavement.

3.02 INSTALLATION

A. Parking Areas, Service Drives, Driveways, and Sidewalks: Replace with material equal to or better than existing or as indicated on Drawings. Conform to applicable requirements of sections referenced in Paragraph 2.01, Materials.

B. Street Pavements and Curbs, Curbs and Gutters: Replace subgrade, base, and surface course with like materials or as indicated on Drawings and City of Houston Standard Detail 02951.01. Curbs and curbs and gutters shall match existing. Conform to requirements of sections referenced in Paragraph 2.01, Materials.

C. For concrete pavement, install size and length of reinforcing steel and pavement thickness indicated on Drawings and City of Houston Standard Detail 02751.01. Place types and spacing of joints to match existing or as indicated on Drawings.

D. Where existing pavement consists of concrete pavement with asphaltic surfacing, resurface with minimum 2 inch depth asphaltic pavement.

E. Repair state highway and county crossings in accordance with TxDOT permit or county requirements as appropriate and within 1 week after utility work is installed.

3.03 WASTE MATERIAL DISPOSAL

A. Dispose of waste material in accordance with requirements of Section 01576 - Waste Material Disposal.

3.04 PROTECTION

A. Maintain pavement in good condition until completion of Work.

B. Replace pavement damaged by Contractor's operations at no cost to City.

END OF SECTION

Section 02960

MILLING PAVEMENT

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Milling of existing asphalt or concrete pavement surface as required for installation of speed humps or pavement overlay.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for removing existing pavement surface by milling is on a square yard basis. Separate pay items and measurements will be made for milling of asphalt surface or milling of concrete surface as applicable.

2. No separate payment under this section for milling associated with installation of speed humps. Payment for installation of speed humps including cost for milling of existing asphalt or concrete pavement shall be per Section 02741 – Asphaltic Concrete Pavement.

3. Refer to Section 01270 - Measurement and Payment for unit price procedures.

B. Stipulated Price (Lump Sum). If the Contract is a Stipulated Price Contract, payment for work in this Section is included in the total Stipulated Price.

PART 2 P R O D U C T S

2.01 EQUIPMENT

A. For milling and installing of speed humps, the contractor shall use an appropriate type of milling machine to remove the existing asphalt or concrete surface as shown. The milling machine shall be capable of milling a minimum 18 inch wide path and also shall be able to turn in tight corners.

B. The teeth of the machine shall be capable of milling concrete or asphalt as appropriate. The equipment for removing the pavement surface shall be a power operated planing machine with a minimum six-foot cutting width. For detail work and for cutting widths less than six feet, equipment with less than six-foot cutting widths will be allowed. The equipment shall be self-propelled with sufficient power, traction and stability to maintain accurate depth of cut and slope. The equipment self-propelled with sufficient power, traction and stability to

maintain accurate depth of cut and slope. The equipment shall be capable of cutting four inches of asphaltic concrete pavement, one inch of portland cement concrete pavement, or a combination of two inches of asphaltic concrete pavement and one half inch portland concrete pavement in one continuous operation.

C. The equipment shall be equipped with an approved automatic dual longitudinal grade control system and a transverse control system unless otherwise directed by the project manager. The longitudinal controls shall be capable of operating from any longitudinal grade reference, including stringline, ski, mobile stringline, or matching shoe. The transverse controls shall have an automatic system for controlling cross slope at a given rate.

D. The grade reference used by the Contractor may be of any type approved by the project manager. Control points shall be established for the finished profile. These points shall be set at intervals not to exceed 50 feet. The Contractor shall set the grade reference from the control points. The grade reference shall have sufficient support so that the maximum deflection shall not exceed 1/16 inch between supports.

E. The machine shall have a manual system providing for uniformly varying the depth of cut while the machine is in motion, thereby making it possible to cut flush to all inlets, manholes, or other obstructions within the paved area. The speed of the machine shall be variable in order to leave the desired grid pattern.

F. The machine shall be equipped with integral loading and reclaiming devices to immediately remove material being cut from the surface of the roadway and discharge the cuttings into a truck, all in one operation. The machine shall be equipped with devices to control dust created by the cutting action.

G. Various machines may be permitted to make trail runs to demonstrate the capabilities of that machine. Any machine that is incapable of meeting the requirements of this Section, in the opinion of the project manager, will not be permitted.

H. A street sweeper equipped with a water tank, spray assembly to control dust, a pick-up broom, a gutter broom, and a dirt hopper shall be provided by the Contractor. The street sweeper shall be capable of removing cuttings and debris from the planed pavement. Other sweeping equipment may be provided in lieu of the street sweeper when approved by the project manager in writing.

I. The Contractor shall provide any other equipment and personnel necessary for proper operation of the planing machine, to minimize dust and to remove cuttings.

PART 3 E X E C U T I O N

3.01 PREPARATION

A. The Contractor shall not mill roadway more than 7 calendar days prior to construction.

B. If Contractor does not install speed hump in the specified time, the City, without notice to the Contractor, may effect repairs to the milled area and deduct the cost of the expense incurred by the City for repair work from currently due or future invoiced amounts.

3.02 MILLING

A. The existing pavement to within 1 foot of the face of the curb shall be removed for a depth of one inch or otherwise designated or shown on drawing for milling of the existing pavement.

B. The pavement surface shall be removed for the length, depth and width and to the typical section shown on drawings. The planed surface shall provide a satisfactory riding surface free from gouges, continuous longitudinal grooves, ridges, oil film and other imperfections of workmanship and shall have a uniform textured appearance.

C. When removing an asphaltic concrete pavement from an underlying portland cement concrete pavement, all of the asphaltic concrete pavement shall be removed, leaving a uniform surface of portland cement concrete, unless otherwise directed by the project manager.

D. Any vertical or near vertical longitudinal face exceeding 1 ¼ inches in height in the pavement surface open to traffic at the end of a work period shall be sloped a minimum of 1:1. Transverse faces that are present at the end of a work period shall be tapered in a manner acceptable to the project manager.

E. Loose portland cement concrete material from the operation shall be disposed of at sites obtained by the Contractor or otherwise approved by the project manager. All materials removed under this contract become the property of the Contractor. Contractor shall legally dispose of all such removed materials.

F. Pavement that is not removed by the planing machine adjacent to steep curbs, inlets, manholes or other obstructions shall be removed by other methods acceptable to the project manager.

G. The pavement and curb surfaces shall be swept with a street sweeper or other sweeping equipment to remove all debris leaving a clean and presentable condition.

H. Milling is required along the outside perimeter of the hump to the depth of one inch on both concrete and asphalt pavement. Mill the existing pavement to within one foot of the curb face.

3.03 PROTECTION

A. Damage to water valve, water meters, manholes, curbs or other improvements shall be repaired or replaced at no additional cost to the City.

3.04 SURFACE TEXTURE AND TESTS

A. In areas where traffic will be permitted, the texture product shall be a grid pattern or any other pattern with discontinuous longitudinal striations that will provide, in the opinion of the project manager, a satisfactory temporary riding surface.

B. The surface of the pavement, after planing, shall be ready for HMAC overlay and shall be true to the established line, grade and cross section. The pavement surface, when tested with a 10-foot straightedge placed parallel to the centerline of the roadway or tested by other equivalent or acceptable means, shall not have any deviation greater than 1/8 inch in 10 feet. The deviations shall be measured from the top of the texture. Any point in the surface not meeting this requirement shall be corrected as directed by the project manager at the Contractor's expense.

END OF SECTION

Section 02221

REMOVING EXISTING PAVEMENTS, STRUCTURES, WOOD, AND DEMOLITION DEBRIS

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Removing concrete paving, asphaltic concrete pavement, brick pavement and base courses.

B. Removing concrete curbs, concrete curbs and gutters, sidewalks and driveways.

C. Removing pipe culverts, sewers, and sewer leads.

D. Removing waterlines and water services lines including asbestos cement pipe per OSHA guidelines.

E. Removing existing inlets and manholes.

F. Removing and disposing of pre-stressed concrete beams and drill shafts.

G. Removing miscellaneous structures of concrete or masonry.

H. Removing existing bridge.

I. Removing existing wood and demolition debris.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for removing and disposing of asphaltic surfacing with or without base, regardless of thickness encountered, is on square yard basis measured between lips of gutters.

2. Payment for removing and disposing of reinforced concrete pavement, with or without asphalt overlay, regardless of its thickness, is on square yard basis measured from back-to-back of curbs. Payment includes concrete pavement, esplanade curbs, curbs and gutters, and paving headers.

3. Payment for removing and disposing of cement stabilized shell base course, with or without asphaltic surfacing, is on square yard basis.

4. Payment for removing and disposing of concrete sidewalks and driveways is on square yard basis.

5. Payment for removing asphaltic pavement surface by milling shall be in accordance with Section 2960.

6. Payment for removing and disposing of miscellaneous concrete and masonry is on cubic yard basis of structure in place.

7. Payment for removing and disposing of pipe culverts, sewers, and sewer leads, is on linear foot basis for each diameter and each material type of pipe removed.

8. Payment for removing and disposing of waterlines and water service lines including asbestos cement pipe is on linear foot basis for each diameter pipe and each material type of pipe removed.

9. Payment for removing and disposing of existing inlets is on unit price basis for each inlet removed.

10. Payment for removing and disposing of prestressed concrete piles and drill shafts is on linear foot basis.

11. Payment for removing and disposing of existing bridge, including piles and abutments to minimum of 4 feet below ground level, is on a lump sum basis.

12. Payment for removing and disposing of existing manholes is on unit price basis for each manhole removed.

13. Payment for removing and disposing of miscellaneous wood and demolition debris is on cubic yard basis.

14. No payment for saw cutting of pavement, curbs, or curbs and gutters will be made under this section. Include cost of such work in unit prices for items listed in bid form requiring saw cutting.

15. No payment will be made for work outside maximum payment limits indicated on Drawings, or for pavements or structures removed for Contractor's convenience.

    a. For utility installations: Match actual pavement replaced but no greater than maximum pavement replacement limits shown on Drawings. Limits of measurement will be as shown on Street Cut Pavement Replacement Rules.

16. Refer to Section 01270 - Measurement and Payment for unit price procedures

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this Section is included in total Stipulated Price.

1.03 REGULATORY REQUIREMENTS

A. Conform to applicable codes for disposal of debris.

B. Coordinate removal work with utility companies.

C. For removal of asbestos containing materials, or material that could potentially contain asbestos, comply with applicable provisions of OSHA 29 CFR 1926.1101 – Asbestos, OSHA 29 CFR 1926.32 – General Safety and Health Provisions, and EPA 40 CFR 61 Subpart M – National Emission Standard for Asbestos.

PART 2 P R O D U C T S - Not Used

PART 3 E X E C U T I O N

3.01 PREPARATION

A. Obtain advance approval from Project Manager for dimensions and limits of removal work.

B. Identify known utilities below grade. Stake and flag locations.

C. For removal of asbestos-containing materials, or materials that could potentially contain asbestos, comply with the following:

1. Crew members must be trained in accordance with OSHA 29 CFR 1926.1101 – Asbestos.

2. Conduct negative exposure assessment to demonstrate asbestos exposure below permissible exposure limit (PEL) in accordance with OSHA 29 CFR 1926.1101 – Asbestos and EPA 40 CFR 763 – Asbestos.

3. If negative exposure assessment not conducted, or if results are above PEL, provide respiratory protection in accordance with Paragraph 3.02 of this Section.

3.02 PROTECTION

A. Protect following from damage or displacement:

1. Adjacent public and private property.

2. Trees, plants, and other landscape features designated to remain.

3. Utilities designated to remain.

4. Pavement and utility structures designated to remain.

5. Bench marks, monuments, and existing structures designated to remain.

B. When required, provide respiratory protection in accordance with OSHA 29 CFR 1910.134 – Respiratory Protection, and National Institute of Occupational Safety and Health (NIOSH).

3.03 REMOVALS

A. Remove pavements and structures by methods that will not damage underground utilities. Do not use drop hammer near existing underground utilities.

B. Minimize amount of earth loaded during removal operations.

C. Where existing pavement is to remain, make straight saw cuts in existing pavement to provide clean breaks prior to removal. Do not break concrete pavement or base with drop hammer unless concrete or base has been saw cut to minimum depth of 2 inches.

D. When street and driveway saw cut location is greater than one-half of pavement lane width, remove pavement for full lane width or to nearest longitudinal joint as directed by Project Manager.

E. Remove sidewalks and curbs to nearest existing dummy, expansion, or construction joint.

F. Where existing end of pipe culvert or end of sewer is to remain, install 8-inch-thick masonry plug in pipe end prior to backfill in accordance with requirements of Section 02316 - Excavation and Backfill for Structures.

G. Labeling of Asbestos Cement (AC) Pipe:

1. Label leak-tight container with warning statement of hazardous asbestos content in accordance with OSHA 29 CFR 1926.1101 and as noted below.

2. Label waste material with following warning:

DANGER
CONTAINS ASBESTOS FIBERS
MAY CAUSE CANCER
CAUSES DAMAGE TO LUNGS
DO NOT BREATHE DUST
AVOID CREATING DUST

3. Neatly print labels in letters of sufficient size and contrast so label is easily visible and legible.

3.04 BACKFILL

A. Backfill of removal areas shall be in accordance with requirements of Section 02316 - Excavation and Backfill for Structures.

3.05 DISPOSAL

A. Inlet frames, grates, and plates; and manhole frames and covers, may remain City property. Disposal shall be in accordance with requirements of Section 01576 - Waste Material Disposal.

B. Remove from site, debris resulting from work under this section in accordance with requirements of Section 01576 - Waste Material Disposal.

C. For asbestos-containing materials:

1. Comply with 40 CFR Part 61 and 30 TAC Sections 330.137(b) for Industrial Class 1 waste.

2. Inspect load to ensure correct packaging and labeling.

3. Line vehicles with two layers of 6-mil polyethylene sheeting.

4. Remove asbestos-containing waste from site daily.

END OF SECTION

Section 02338

PORTLAND CEMENT STABILIZED SUBGRADE

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Foundation course of portland cement stabilized natural subgrade material.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for Portland cement stabilized subgrade is on a square yard basis compacted in place to proper density. Separate measurement will be made for each different required thickness of subgrade course.

   a. Limits of measurement shall match actual pavement replaced, but no greater than maximum pavement replacement limits shown on Drawings. Limits for measurement will be extended to include installed portland cement stabilized subgrade material that extends 2-foot beyond outside edge of pavement to be replaced, except where proposed pavement section shares common longitudinal or transverse edge with existing pavement section. No payment will be made for portland cement stabilized subgrade in areas beyond these limits.

   b. Limits of measurement and payment shall match pavement replacement limits shown on Drawings, except as noted in Paragraph 1.02.A.1.a, or as approved by Project Manager

2. Payment for Portland cement is by ton of 2000 pounds dry-weight basis.

3. Refer to Section 01270 - Measurement and Payment for unit price procedures.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this Section is included in total Stipulated Price.

1.03 REFERENCES

A. ASTM C 150 - Standard Specification for Portland Cement.

B. ASTM D 558 - Standard Test Method for Moisture-Density Relations of Soil-Cement- Mixtures.

C. ASTM D 698 - Standard Test Method for Laboratory Compaction Characteristics of Soil Using Standard Effort (12.44 ft-lbf/ft^3).

D. ASTM D 2922 - Standard Test Methods for Density of Soil and Soil-Aggregate in Place by Nuclear Methods (Shallow Depth).

E. ASTM D 4318 - Standard Test Method for Liquid Limit, Plastic Limit, and Plasticity Index of Soils.

1.04 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit certification that Portland cement complies with these specifications.

PART 2 P R O D U C T S

2.01 WATER

A. Water: clean, clear and free from oil, acids, alkali, or organic matter.

2.02 PORTLAND CEMENT

A. ASTM C 150 Type I; bulk or sacked.

2.03 SOIL

A. Provide soil consisting of approved material free from vegetation or other objectionable matter encountered in existing roadbed.

2.04 TESTS

A. Testing will be performed under provisions of Section 01454 - Testing Laboratory Services.

B. Tests and analysis of soil materials will be performed in accordance with ASTM D 4318.

C. Soil will be evaluated to establish ratio of cement to soil to obtain desired stability. Normal range is 6 percent to 10 percent by weight.

D. The percentage of moisture in soil, at time of cement application, will be determined by ASTM D 558. Moisture will not be allowed to exceed quantity that will permit uniform, complete mixture of soil and cement during dry mixing operations nor specified optimum moisture content for soil cement mixture, as determined.

PART 3 E X E C U T I O N

3.01 EXAMINATION

A. Verify compacted subgrade is ready to support imposed loads.

B. Verify subgrade lines and grades are correct.

3.02 EQUIPMENT

A. Apply Portland cement treatment with machine or combination of machines and auxiliary equipment to produce specified results. Mixing may be accomplished by multiple-pass traveling mixing plant or single-pass traveling mixing plant. Provide sufficient equipment to enable continuous prosecution of work

3.03 PREPARATION

A. Backfill for utilities below future grade.

B. Verify subgrade is firm and able to support, without displacement, construction equipment at specified density. Correct soft or yielding subgrade and stabilize by scarifying and aerating or by adding cement and compacting to uniform stability.

C. Grade, shape, and compact, as required, to allow construction of Portland cement treatment for in-place materials to lines, grades, thickness, and typical cross section shown on Drawings. Remove unsuitable soil or material and replace with acceptable material.

D. Pulverize soil so that at completion of moist-mixing, 100 percent by dry weight passes 1-inch sieve, and minimum of 80 percent passes No. 4 sieve, exclusive of gravel or stone retained on these sieves. Pulverize existing bituminous wearing surfaces so that 100 percent will pass 2-inch sieve.

3.04 MIXING

A. Do not place and mix cement when temperature is below 40 degrees F and falling. Place base when temperature taken in shade and away from artificial heat is above 35 degrees F and rising.

B. Spread cement uniformly on soil at rate specified by laboratory. When bulk cement spreader is used, position it by string lines or other approved method to ensure uniform distribution of cement. Apply cement only to area where operations can be continuous and completed in daylight, within 1 hour of application. Amount of moisture in soil at time of cement placement shall not exceed quantity that will permit uniform mixture of soil and cement during dry mixing operations. Do not exceed specified optimum moisture content for soil cement mixture.

C. Do not allow equipment other than that used in spreading and mixing, to pass over freshly spread cement until it is mixed with soil.

D. Dry mix cement with soil after cement application. Continue mixing until cement has been sufficiently blended with soil to prevent formation of cement balls when water is applied. Mixture of soil and cement that has not been compacted and finished shall not remain undisturbed for more than 30 minutes.

E. Immediately after dry mixing is complete, uniformly apply water as necessary and incorporate it into mixture. Pressurized equipment must provide adequate supply to ensure continuous application of required amount of water to sections being processed within 3 hours of cement application. Ensure proper moisture distribution at all times. After last increment of water has been added, continue mixing until thorough and uniform mix has been obtained.

F. Ensure percentage of moisture in mixture, based on dry weights, is within 2 percentage points of specified optimum moisture content prior to compaction. When uncompacted soil cement mixture is wetted by rain indicating that average moisture content exceeds tolerance given at time of final compaction, reconstruct entire section in accordance with this Section at no additional cost to City.

3.05 COMPACTION

A. Prior to beginning compaction, ensure mixture is in loose condition for its full depth. Uniformly compact the loose mixture to specified density, lines, and grades.

B. After soil and cement mixture is compacted, apply water uniformly as needed and mix thoroughly. Then reshape surface to required lines, grades, and cross section and lightly scarify to loosen imprints left by compacting or shaping equipment.

C. Roll resulting surface with pneumatic-tired roller and "skin" surface with power grader. Thoroughly compact mixture with pneumatic roller, adding small increments of moisture, as needed. When aggregate larger than No. 4 sieve is present in mixture, make one complete coverage of section with flat-wheel roller immediately after skinning operation. When approved by Project Manager, surface finishing methods may be varied from this procedure, provided dense uniform surface, free of surface compaction planes, is produced. Maintain moisture content of surface material at its specified optimum during finishing operations. Compact and finish surface within period not to exceed 2 hours, to produce smooth, closely knit surface, free of cracks, ridges, or loose material, conforming to crown, grade, and line shown on Drawings within period not to exceed 2-hours.

3.06 CONSTRUCTION JOINTS

A. At end of each day's construction, form straight transverse construction joint by cutting back into total width of completed work to form true 2-inch depth vertical face free of loose and

shattered material. Construct cement treatment for large wide areas in series of parallel lanes of convenient length and width approved in advance by Project Manager.

3.07 CURING

A. Moist cure for minimum of 3 days before placing base or surface course, or opening to traffic. When open, restrict traffic to light pneumatic rollers or vehicles weighing less than 10 tons.

B. Keep subgrade surface damp by sprinkling. Roll with light pneumatic roller to keep surface knit together.

C. Place base and surface within 14 days after final mixing and compaction, unless prior approval is obtained from Project Manager.

3.08 TOLERANCES

A. Completed surface: smooth and conforming to typical section and established lines and grades.

B. Top of compacted surface: Plus or minus 1/4 inch in cross section or in 16-foot length.

3.09 FIELD QUALITY CONTROL

A. Testing will be performed under provisions of Section 01454 - Testing Laboratory Services.

B. In-place density will be determined in accordance with ASTM D 2922 or ASTM D 698. Minimum of three tests will be taken for each 1000 feet per lane of roadway or 500 square yards of embankment.

3.10 PROTECTION

A. Maintain stabilized subgrade to lines and grades and in good condition until placement of base or surface course.

B. Repair defects immediately by replacing material to full depth.

END OF SECTION

Section 02712

CEMENT STABILIZED BASE COURSE

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Foundation course of cement stabilized crushed stone.

B. Foundation course of cement stabilized bank run gravel.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for cement stabilized base course is on square yard basis. Separate pay items are used for each different required thickness of base course.

2. Payment for asphaltic seal cure is by gallon.

3. Refer to Section 01270 - Measurement and Payment for unit price procedures.

4. Refer to Paragraph 3.09, Unit Price Adjustment.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for Work in this Section is included in total Stipulated Price.

1.03 REFERENCES

A. ASTM C 131 - Standard Test Method for Resistance to Degradation of Small-Size Course Aggregate by Abrasion and Impact in Los Angeles Machine.

B. ASTM C 150 - Standard Specification for Portland Cement.

C. ASTM D 698 - Standard Test Method for Laboratory Compaction Characteristics of Soils Using Standard Effort (12,400 ft-lbf/ft^3 (600kN kN-m/m^3).

D. ASTM D 1556 - Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method.

E. ASTM D 2922 - Standard Test Methods for Density of Soil and Soil-Aggregate in Place by Nuclear Methods (Shallow Depth).

F. ASTM D 4318 - Standard Test Method for Liquid Limit, Plastic Limit, and Plasticity Index of Soils.

G. TxDOT Tex-101-E - Preparing Soil and Flexible Base Materials for Testing.

H. TxDOT Tex-110-E - Particle Size Analysis of Soils.

I. TxDOT Tex-120-E - Soil-Cement Testing.

1.04 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit samples of crushed stone, gravel, and soil binder for testing.

C. Submit manufacturer's description and characteristics for pug mill and associated equipment, spreading machine, and compaction equipment for approval.

1.05 TESTS

A. Perform testing under provisions of Section 01454 - Testing Laboratory Services.

B. Perform tests and analysis of aggregate and binder materials in accordance with ASTM D 1557 and ASTM D 4318.

1.06 DELIVERY, STORAGE AND HANDLING

A. Make stockpiles from layers of processed aggregate to eliminate segregation of materials. Load material by making successive vertical cuts through entire depth of stockpile.

B. Store cement in weatherproof enclosures. Protect from ground dampness.

PART 2 P R O D U C T S

2.01 CEMENT

A. ASTM C 150 Type I; bulk or sacked.

2.02 WATER

A. Clean, clear; and free from oil, acids, alkali, or vegetable matter.

2.03 AGGREGATE

A. Crushed Stone: Material retained on No. 40 Sieve meeting following requirements:

1. Durable particles of crusher-run broken limestone, sandstone, or granite obtained from approved source.

2. Los Angeles abrasion test percent of wear not to exceed 40 when tested in accordance with ASTM C 131.

B. Gravel: Durable particles of bank run gravel or processed material.

C. Soil Binder: Material passing No. 40 Sieve meeting following requirements when tested in accordance with ASTM D 4318:

1. Maximum Liquid limit: 35.

2. Maximum Plasticity index: 10.

D. Mixed aggregate and soil binder shall meet the following requirements:

1. Grading in accordance with TxDOT Tex-101-E and Tex-110-E within the following limits:

Sieve	Percent Retained			
	Crushed Stone	Processed G. 1	Gravel G. 2	Bank run Gravel
1 3/4 inch	0 to 10	0 to 5	-	0 to 5
1/2 inch	-	-	0	-
No. 4	45 to 75	30 to 75	15 to 35	30 to 75
No. 40	55 to 80	60 to 85	55 to 85	65 to 85

2. Obtain prior permission from Project Manager for use of additives to meet above requirements.

2.04 ASPHALT SEAL CURE

A. Cutback Asphalt: MC30 conforming to requirements of Section 02742 - Prime Coat.

B. Emulsified Petroleum Resin: EPR-1 Prime conforming to requirements of Section 02742 - Prime Coat.

2.05 MATERIAL MIX

A. Design mix for minimum average compressive strength of 200 psi at 48 hours using TxDOT Tex-120-E unconfined compressive strength testing procedures. Provide minimum cement content of 1 1/2 sacks, weighing 94 pounds each, per ton of mix.

B. Increase cement content when average compressive strength of tests on field samples fall below 200 psi. Refer to Part 3 concerning field samples and tests.

C. Mix in stationary pug mill equipped with feeding and metering devices for adding specified quantities of base material, cement, and water into mixer. Dry mix base material and cement sufficiently to prevent cement balls from forming when water is added.

D. Resulting mixture shall be homogeneous and uniform in appearance.

2.06 SOURCE QUALITY CONTROL

A. Perform testing under provisions of Section 01454 - Testing Laboratory Services.

B. Perform testing for unconfined compressive strength by TxDOT Test Method Tex-120-E as follows:

1. Mold three samples each day or for each 300 tons of production.

2. Compressive strength shall be average of three tests for each production lot.

PART 3 E X E C U T I O N

3.01 EXAMINATION

A. Verify compacted subgrade is ready to support imposed loads.

B. Verify lines and grades are correct.

3.02 PREPARATION

A. Complete backfill of new utilities below future grade.

B. Prepare subgrade in accordance with requirements of Section 02330 - Embankment and Section 02315 - Roadway Excavation.

C. Correct subgrade deviations in excess of plus or minus 1/4 inch in cross section or in 16 foot length by loosening, adding or removing material, reshaping and recompacting by sprinkling and rolling.

D. Prepare sufficient subgrade in advance of base course for efficient operations.

3.03 PLACEMENT

A. Do not mix and place cement stabilized base when temperature is below 40 degrees F and falling. Place base when temperature taken in shade and away from artificial heat is above 35 degrees F and rising.

B. Place material on prepared subgrade in uniform layers to produce thickness indicated on Drawings. Depth of layers shall not exceed 6 inches.

C. Spread with approved spreading machine. Conduct spreading so as to eliminate planes of weakness or pockets of non-uniformly graded material resulting from hauling and dumping operations.

D. Provide construction joints between new material and stabilized base that has been in place 4 hours or longer. Joints shall be approximately vertical. Form joint with temporary header or make vertical cut of previous base immediately before placing subsequent base.

E. Use only one longitudinal joint at center line under main lanes and shoulder unless shown otherwise on Drawings. Do not use longitudinal joints under frontage roads and ramps unless indicated on Drawings.

F. Place base so that projecting reinforcing steel from curbs remain at approximate center of base. Secure firm bond between reinforcement and base.

3.04 COMPACTION

A. Start compaction as soon as possible but not more than 60 minutes from start of moist mixing. Compact loose mixture with approved tamping rollers until entire depth is uniformly compacted. Do not allow stabilized base to mix with underlying material.

B. Correct irregularities or weak spots immediately by replacing material and recompacting.

C. Apply water to maintain moisture between optimum and 2 percent above optimum moisture as determined by ASTM D 698. Mix in with spiked tooth harrow or equal. Reshape surface and lightly scarify to loosen imprints made by equipment.

D. Remove and reconstruct sections where average moisture content exceeds ranges specified at time of final compaction.

E. Finish by blading surface to final grade after compacting final course. Seal with approved pneumatic tired rollers which are sufficiently light to prevent surface hair line cracking. Rework and recompact at areas where hair line cracking develops.

F. Compact to minimum density of 95 percent of maximum dry density at moisture content of treated material between optimum and 2 percent above optimum as determined by ASTM D 1557, unless otherwise indicated on Drawings.

G. Maintain surface to required lines and grades throughout operation.

3.05 CURING

A. Moist cure for minimum of 7 days before adding pavement courses. Restrict traffic on base to local property access. Keep subgrade surface damp by sprinkling.

B. If indicated on Drawings, cover base surface with curing membrane as soon as finishing operation is complete. Apply with approved self-propelled pressure distributor at following rates, or as indicated on Drawings:

1. MC30: 0.1 gallon per square yard.

2. EPR-1 Prime: 0.15 gallon per square yard.

C. Do not use cutback asphalt during period of April 16 to September 15.

3.06 TOLERANCES

A. Smooth and conform completed surface to typical section and established lines and grades.

B. Top surface of base course: Plus or minus 1 1/4 inch in cross section, or in 16 foot length.

3.07 FIELD QUALITY CONTROL

A. Perform testing under provisions of Section 01454 - Testing Laboratory Services.

B. Take minimum of one core at random locations per 1000 linear feet per lane of roadway or 500 square yards of base to determine in-place depth.

C. Request additional cores in vicinity of cores indicating nonconforming in-place depths at no extra cost to City. When average of tests fall below required depth, place additional material and compact at no additional cost to City.

D. Perform compaction testing in accordance with ASTM D 698 or ASTM D 2922 and ASTM D 3017 at randomly selected locations. Remove and replace areas that do not conform to compaction requirements at no additional cost to City.

E. Fill cores and density test sections with new compacted cement stabilized base.

3.08 NONCONFORMING BASE COURSE

A. Remove and replace areas of base course found deficient in thickness by more than 10 percent, or that fail compressive strength tests, with cement-stabilized base of thickness shown on Drawings.

B. Replace nonconforming base course sections at no additional cost to City.

3.09 UNIT PRICE ADJUSTMENT

A. Make unit price adjustments for in-place depth determined by cores as follows:

1. Adjusted unit price shall be ratio of average thickness as determined by cores to thickness bid upon, times unit price.

2. Apply adjustment to lower limit of 90 percent and upper limit of 100 percent of unit price.

3.10 PROTECTION

A. Maintain stabilized base in good condition until completion of Work. Repair defects immediately by replacing base to full depth.

B. Protect asphalt membrane, when used, from being picked up by traffic. Membrane may remain in place when proposed surface courses or other base courses are to be applied.

END OF SECTION

Section 02751

CONCRETE PAVING

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Portland cement concrete paving.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for concrete paving is on square yard basis. Separate pay items are used for each different required thickness of pavement.

2. Payment for concrete paving, high early strength, is on square yard basis.

3. Payment for pavement repair or pavement replacement for utility projects is on a square yard basis and includes base materials in accordance with Section 02951.

4. Refer to Section 01270 - Measurement and Payment for unit price procedures.

5. Refer to Paragraph 3.15, Unit Price Adjustment.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for Work in this Section is included in total Stipulated Price.

1.03 REFERENCES

A. ASTM A82 - Standard Specification for Steel Wire, Plain, for Concrete Reinforcement.

B. ASTM A185 - Standard Specifications for Steel Welded Wire Fabric, Plain, for Concrete Reinforcement.

C. ASTM A497 – Standard Specification for Steel Welded Wire Reinforcement, Deformed, for Concrete.

D. ASTM A615 - Standard Specification for Deformed and Plain Billet - Steel Bars for Concrete Reinforcement.

E. ASTM C 31 - Standard Practice for Making and Curing Concrete Test Specimens in the Field.

F. ASTM C 33 - Standard Specifications for Concrete Aggregates.

G. ASTM C 39 - Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens.

H. ASTM C 40 - Standard Test Method for Organic Impurities in Fine Aggregates for Concrete.

I. ASTM C 42 - Standard Test Method of Obtaining and Testing Drilled Cores and Sawed Beams of Concrete.

J. ASTM C 78 - Standard Test Method for Flexural Strength of Concrete (Using Simple Beam with Third Point Loading).

K. ASTM C 94 - Standard Specification for Ready-Mixed Concrete.

L. ASTM C 131 - Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine.

M. ASTM C 136 - Standard Method for Sieve Analysis of Fine and Coarse Aggregates.

N. ASTM C 138 - Standard Test Method for Unit Weight, Yield, and Air Content (Gravimetric) of Concrete.

O. ASTM C 143 - Standard Test Method for Slump of Hydraulic Cement Concrete.

P. ASTM C 150 - Standard Specification for Portland Cement.

Q. ASTM C 174 - Standard Test Method for Measuring Thickness of Concrete Elements Using Drilled Concrete Cores.

R. ASTM C 231 - Standard Test Method for Air Content of Freshly Mixed Concrete by the Pressure Method.

S. ASTM C 260 - Standard Specification for Air-Entraining Admixtures for Concrete.

T. ASTM C 494 - Standard Specification for Chemical Admixtures for Concrete.

U. ASTM C 618 - Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for use as a Mineral Admixture in Portland Cement Concrete.

V. TxDOT Tex-203-F - Sand Equivalent Test.

W TxDOT Tex-406-A - Material Finer than 75 <λm (No. 200) Sieve In Mineral Aggregates (Decantation Test for Cement Aggregates).

1.04 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit proposed mix design and test data for each type and strength of concrete in Work. Include proportions and actual flexural strength obtained from design mixes at required test ages.

C. Submit for approval manufacturer's description and characteristics for mixing equipment, and for traveling form paver, when proposed for use.

D. Submit manufacturer's certificates giving properties of reinforcing steel. Include certificate of compliance with ASTM A 82. Provide specimens for testing when required by Project Manager.

1.05 HANDLING AND STORAGE

A. Do not mix different classes of aggregate without written permission of Project Manager.

B. Class of aggregate being used may be changed before or during Work with written permission of Project Manager. Comply new class with specifications.

C. Reject segregated aggregate. Before using aggregate whose particles are separated by size, mix them uniformly to grading requirements.

D. Reject aggregates mixed with dirt, weeds, or foreign matter.

E. Do not dump or store aggregate in roadbed.

PART 2 P R O D U C T S

2.01 MATERIALS

A. Portland Cement:

1. Sample and test cement to verify compliance with Standards of ASTM C 150, Type I or Type III.

2. Bulk cement which meets referenced standards may be used when method of handling is approved by Project Manager. When using bulk cement, provide satisfactory weighing devices.

3. Fly ash which meets standards of ASTM C 618 may be used as mineral fill when method of handling is approved by Project Manager.

B. Water: Conform to requirements for water in ASTM C 94.

C. Coarse Aggregate: Crushed stone, gravel, or combination thereof, which is clean, hard, and durable, conforms to requirements of ASTM C 33, and has abrasion loss not more than 45 percent by weight when subjected to Los Angeles Abrasion Test (ASTM C 131).

1. Maximum percentage by weight of deleterious substances shall not exceed following values:

Item	Percent by Weight of Total Sample Maximum
Clay lumps and friable particles	3.0
Material finer than 75-µm (No. 200) sieve:	
Concrete subject to abrasion	3.0*
All Other concrete	5.0*
Coal and lignite:	
Where surface appearance of concrete is of importance	0.5
All other concrete	1.0

* In case of manufactured sand, when material finer than 75-µm (No. 200) sieve consists of dust of fracture, essentially free from clay or shale, these limits may be increased to 5 and 7 percent, respectively.

2. Conform coarse aggregate (size 1 1/2 inch to No. 4 sieve) to requirements of ASTM C 33. Use gradation within following limits when graded in accordance with ASTM C 136:

Sieve Designation (Square Openings)	Percentage by Weight
Retained on 1 3/4" sieve	0
Retained on 1 1/2"sieve	0 to 5
Retained on 3/4" sieve	30 to 65
Retained on 3/8" sieve	70 to 90
Retained on No. 4 sieve	95 to 100
Loss by Decantation Test	
*Method Tex-406-A	1.0 maximum

* In case of aggregates made primarily from crushing of stone, when material finer than 200 sieve is dust of fracture essentially free from clay or shale as established by Part III of TxDOT Tex-406-A, percent may be increased to 1.5.

D. Fine Aggregate: Sand, manufactured sand, or combination thereof, composed of clean, hard, durable, uncoated grains, free from loams or other injurious foreign matter. Conform fine aggregate for concrete to requirements of ASTM C 33. Use gradation within following limits when graded in accordance with ASTM C 136:

Sieve Designation (Square Openings)	Percentage by Weight

Retained on 3/8" sieve	0
Retained on No. 4 sieve	0 to 5
Retained on No. 8 sieve	0 to 20
Retained on No. 16 sieve	15 to 50
Retained on No. 30 sieve	35 to 75
Retained on No. 50 sieve	65 to 90
Retained on No. 100 sieve	90 to 100
Retained on No. 200 sieve	97 to 100

1. When subjected to color test for organic impurities (ASTM C 40), fine aggregate shall not show color darker than standard color. Fine aggregate shall be subjected to Sand Equivalent Test (Tex-203-F). Sand equivalent value shall not be less than 80, unless higher value is shown on Drawings.

E. Mineral Filler: Type “C” or Type “F” fly ash of acceptable quality and meeting requirements of ASTM C 618 may be used as mineral admixture in concrete mixture. When fly ash mineral filler is used, store and inspect in accordance with ASTM C 618. Do not use fly ash in amounts to exceed 25 percent by weight of cementatious material in mix design. Cement content may be reduced when strength requirements can be met. Note: When fly ash is used, term "cement" is defined as cement plus fly ash.

F. Air Entraining Agent: Furnish air entraining agent conforming to requirements of ASTM C 260.

G. Water Reducer: Water reducing admixture conforming to requirements of ASTM C 494 may be used when required to improve workability of concrete. Amount and type of admixture is subject to approval by Project Manager.

H. Reinforcing Steel:

1. Provide new billet steel manufactured by open hearth process and conforming to ASTM A 615, Grade 60. Store steel to protect it from mechanical injury and rust. At time of placement, steel shall be free from dirt, scale, rust, paint, oil, or other injurious materials.

2. Cold bend reinforcing steel to shapes shown. Once steel has been bent, it may not be rebent.

3. Provide wire fabric conforming to ASTM A 82. Use fabric in which longitudinal and transverse wires have been electrically welded at points of intersection. Welds shall have sufficient strength not to be broken during handling or placing. Conform welding and fabrication of fabric sheets to ASTM A 185.

2.02 EQUIPMENT

A. Conform Equipment to requirements of ASTM C94.

2.03 MIXING

A. Flexural strength shall be as specified using test specimens prepared in accordance with ASTM C 31 and tested in accordance with ASTM C78 (using simple beam with third-point loading). Compressive strength shall be as specified using test specimens prepared in accordance with ASTM C 31 and tested in accordance with ASTM C 39. Determine and measure batch quantity of each ingredient, including water for batch designs and all concrete produced for Work. Mix shall conform to these specifications and other requirements indicated on Drawings.

B. Mix design to produce concrete which will have flexural strength of 500 psi at 7 days and 600 psi at 28 days. Minimum compressive strength shall be 3000 pounds per square inches for 7 days and 3500 pounds per square inches at 28 days when tested in accordance with ASTM C39. Slump of concrete shall be at least 2 inches but no more than 5 inches, when tested in accordance with ASTM C143.

1. Concrete pavement, including curb, curb and gutter, and saw-tooth curb, shall contain at least 5 1/2 sacks (94 pounds per sack) of cement per cubic yard, with not more than 6.5 gallons of water, net, per sack of cement (water-cement ratio maximum 0.57). Determine cement content in accordance with ASTM C 138. Addition of mineral filler may be used to improve workability or plasticity of concrete to limits specified.

2. Coarse dry aggregate shall not exceed 85 percent of loose volume of concrete.

3. Add air-entraining admixture to ensure uniform distribution of agent throughout batch. Base air content of freshly mixed air-entrained concrete upon trial mixes with materials to be used in Work, adjusted to produce concrete of required plasticity and workability. Percentage of air entrainment in mix shall be 4 1/2 percent plus or minus 1 1/2 percent. Determine air content by testing in accordance with ASTM C 231.

4. Use retardant when temperature exceeds 90 degrees F. Proportion as recommended by manufacturer. Use same brand as used for air-entraining agent. Add and batch material using same methods as used for air-entraining agent.

C. Use high early strength concrete pavement to limits shown on Drawings. Design to meet following:

1. Concrete Mix: Flexural strength greater than or equal to 500 psi at 72 hours.

2. Cement: Minimum of 7 sacks of cement per cubic yard of concrete.

3. Water-Cement Ratio maximum of 0.45. Slump of concrete shall a maximum of 5 inches, when tested in accordance with ASTM C 143.

4. Other requirements for proportioning, mixing, execution, testing, etc., shall be in accordance with this Section 02751 - Concrete Paving.

PART 3 E X E C U T I O N

3.01 EXAMINATION

A. Verify compacted base is ready to support imposed loads and meets compaction requirements.

B. Verify lines and grades are correct.

3.02 PREPARATION

A. Properly prepare, shape and compact each section of subgrade before placing forms, reinforcing steel or concrete. After forms have been set to proper grade and alignment, use subgrade planer to shape subgrade to its final cross section. Check contour of subgrade with template.

B. Remove subgrade that will not support loaded form. Replace and compact subgrade to required density.

3.03 EQUIPMENT

A. Alternate equipment and methods, other than those required by this Section, may be used provided equal or better results will be obtained. Maintain equipment for preparing subgrade and for finishing and compacting concrete in good working order.

B. Subgrade Planer and Template:

1. Use subgrade planer with adjustable cutting blades to trim subgrade to exact section shown on Drawings. Select planer mounted on visible rollers which ride on forms. Planer frame must have sufficient weight so that it will remain on form, and have strength and rigidity that, under tests made by changing support from wheels to center, planer will not develop deflection of more than 1/8 inch. Tractors used to pull planer shall not produce ruts or indentations in subgrade. When slip form method of paving is used, operate subgrade planer on prepared track grade or have it controlled by electronic sensor system operated from string line to establish horizontal alignment and elevation of subbase.

2. Provide template for checking contour of subgrade. Template shall be long enough to rest upon side forms and have strength and rigidity that, when supported at center, maximum deflection shall not exceed 1/8 inch. Fit template with accurately adjustable rods projecting downward at 1 foot intervals. Adjust these rods to gauge cross sections of slab bottom when template is resting on side forms.

C. Machine Finisher: Provide power-driven, transverse finishing machine designed and operated to strike off and consolidate concrete. Machine shall have two screeds accurately adjusted to crown of pavement and with frame equipped to ride on forms. Use finishing machine with rubber tires when it operates on concrete pavement.

D. Hand Finishing:

1. Provide mechanical strike and tamping template 2 feet longer than width of pavement to be finished. Shape template to pavement section.

2. Provide two bridges to ride on forms and span pavement for finishing expansion and dummy joints. Provide floats and necessary edging and finishing tools.

E. Burlap Drag or transverse broom for Finishing Slab: Furnish four plies of 10 ounce burlap material fastened to bridge to form continuous strip of burlap full width of pavement. Maintain contact 3 foot width of burlap material with pavement surface. Keep burlap drags clean and free of encrusted mortar.

F. Vibrators: Furnish mechanically-operated, synchronized vibrators mounted on tamping bar which rides on forms and hand-manipulated mechanical vibrators. Furnish vibrators with frequency of vibration to provide maximum consolidation of concrete without segregation.

G. Traveling Form Paver: Approved traveling form paver may be used in lieu of construction methods employing forms, consolidating, finishing and floating equipment. Meet requirements of this specification for subgrade, pavement tolerances, pavement depth, alignments, consolidation, finishing and workmanship. When traveling form paver does not provide concrete paving that meets compaction, finish, and tolerance requirements of this Specification, immediately discontinue its use and use conventional methods.

1. Equip traveling paver with longitudinal transangular finishing float adjustable to crown and grade. Use float long enough to extend across pavement to side forms or edge of slab.

2. Ensure that continuous deposit of concrete can be made at paver to minimize starting and stopping. Use conventional means of paving locations inaccessible to traveling paver, or having horizontal or vertical curvature that traveling paver cannot negotiate.

3. Where Drawings require tie bars for adjacent paving, securely tie and support bars to prevent displacement. Tie bars may be installed with approved mechanical bar inserter mounted on traveling-form paver. Replace pavement in which tie bars assume final position other than that shown on Drawings.

3.04 FORMS

A. Side Forms: Use metal forms of approved shape and section. Preferred depth of form is equal to required edge thickness of pavement. Forms with depths greater or less than

required edge thickness of pavement will be permitted, provided difference between form depth and edge thickness when not greater than 1 inch, and further provided that forms of depth less than pavement edge are brought to required edge thickness by securely attaching wood or metal strips to bottom of form, or by grouting under form. Bottom flange of form shall be same size as thickness of pavement. Aluminum forms are not allowed. Forms shall be approved by Project Manager. Length of form sections shall be not less than 10 feet and each section shall provide for staking in position with not less than 3 pins. Flexible or curved forms of wood or metal of proper radius shall be used for curves of 200 foot radius or less. Forms shall have ample strength and shall be provided with adequate devices for secure setting so that when in-place they will withstand, without visible springing or settlement, impact and vibration of finishing machine. In no case shall base width be less than 8 inches for form 8 inches or more in height. Forms shall be free from warp, bends or kinks and shall be sufficiently true to provide straight edge on concrete. Top of each form section, when tested with straight edge, shall conform to requirements specified for surface of completed pavement. Provide sufficient forms for satisfactory placement of concrete. For short radius curves, forms less than 10 feet in length or curved forms may be used. For curb returns at street intersections and driveways, wood forms of good grade and quality may be used.

B. Form Setting:

1. Rest forms directly on subgrade. Do not shim with pebbles or dirt. Accurately set forms to required grade and alignment and, during entire operation of placing, compacting and finishing of concrete, do not deviate from this grade and alignment more than 1/8 inch in 10 feet of length. Do not remove forms for at least 8 hours after completion of finishing operations. Provide supply of forms that will be adequate for orderly and continuous placing of concrete. Set forms and check grade for at least 300 feet ahead of mixer or as approved by Project Manager.

2. Adjacent slabs may be used instead of forms, provided that concrete is well protected from possible damage by finishing equipment. Do not use adjacent slabs for forms until concrete has aged at least 7 days.

3.05 REINFORCING STEEL AND JOINT ASSEMBLIES

A. Place reinforcing steel and joint assemblies and position securely as indicated on Drawings. Wire reinforcing bars securely together at intersections and splices. Bars and coatings shall be free of rust, dirt or other foreign matter when concrete is placed. Secure reinforcing steel to chairs.

B. Position pavement joint assemblies at required locations and elevations, and rigidly secure in position. Install dowel bars in joint assemblies, each parallel to pavement surface and to center line of pavement, as shown.

C. Cut header boards, joint filler, and other material used for forming joints to receive each dowel bar.

D. Secure in required position to prevent displacement during placing and finishing of concrete.

E. Drill dowels into existing pavement, secure with epoxy, and provide paving headers as required to provide rigid pavement sections.

F. Use sufficient number of chairs for steel reinforcement bars to maintain position of bars within allowable tolerances. Place reinforcement as shown on Drawings. In plane of steel parallel to nearest surface of concrete, bars shall not vary from plan placement by more than 1/12 of spacing between bars. In plane of steel perpendicular to nearest surface of concrete, bars shall not vary from plan placement by more than 1/4 inch.

3.06 FIBROUS REINFORCING

A. Do not use fibrous reinforcing to replace structural, load-bearing, or moment-reinforcing steel.

3.07 PLACEMENT

A. Place concrete when air temperature taken in shade and away from artificial heat is above 35 degrees F and rising. Do not place concrete when temperature is below 40 degrees F and falling.

B. Place concrete within 90 minutes after initial water had been added. Remove and dispose of concrete not placed within this period.

C. Concrete slump during placement shall be 1 to 5 inches, except when using traveling-form paver, slump shall be maximum of 2 inches.

D. Deposit concrete continuously in successive batches. Distribute concrete in manner that will require as little rehandling as possible. Where hand spreading is necessary, distribute concrete with shovels or by other approved methods. Use only concrete rakes in handling concrete. At placement interruption of more than 30 minutes, place transverse construction joint at stopping point. Remove and replace sections less than 10 feet long.

E. Take special care in placing and spading concrete against forms and at longitudinal and transverse joints to prevent honeycombing. Voids in edge of finished pavement will be cause for rejection.

3.08 COMPACTION

A. Consolidate concrete using mechanical vibrators as specified herein. Extend vibratory unit across pavement, not quite touching side forms. Space individual vibrators at close enough intervals to vibrate and consolidate entire width of pavement uniformly. Mount mechanical vibrators to avoid contact with forms, reinforcement, transverse or longitudinal joints.

B. Furnish enough hand-manipulated mechanical vibrators for proper consolidation of concrete along forms, at joints and in areas not covered by mechanically controlled vibrators.

3.09 FINISHING

A. Finish concrete pavement with power-driven transverse finishing machines or by hand finishing methods.

1. Hand finish with mechanical strike and tamping template in same width as pavement to be finished. Shape template to pavement section shown on Drawings. Move strike template forward in direction of placement, maintaining slight excess of material in front of cutting edge. Make minimum of two trips over each area. Screed pavement surface to required section. Work screed with combined transverse and longitudinal motion in direction work is progressing. Maintain screed in contact with forms. Use longitudinal float to level surface.

B. On narrow strips and transitions, finish concrete pavement by hand. Thoroughly work concrete around reinforcement and embedded fixtures. Strike off concrete with strike-off screed. Move strike-off screed forward with combined transverse and longitudinal motion in direction work is progressing, maintaining screed in contact with forms, and maintaining slight excess of materials in front of cutting edge. Tamp concrete with tamping template. Use longitudinal float to level surface.

C. After completion of straightedge operation, make first pass of burlap drag or transverse broom as soon as construction operations permit and before water sheen has disappeared from surface. Follow with as many passes as required to produce desired texture depth. Permit no unnecessary delays between passes. Keep drag wet, clean and free from encrusted mortar during use.

3.10 JOINTS AND JOINT SEALING

A. Conform to requirements of Section 02752 - Concrete Pavement Joints.

3.11 CONCRETE CURING

A. Conform to requirements of Section 02753 - Concrete Pavement Curing.

3.12 TOLERANCES

A. Test entire surface before initial set and correct irregularities or undulations. Bring surface within requirements of following test and then finish. Place 10 foot straightedge parallel to center of roadway to bridge depressions and touch high spots. Do not permit ordinates measured from face of straight edge to surface of pavement to exceed 1/16 inch per foot from nearest point of contact. Maximum ordinate with 10 foot straightedge shall not exceed 1/8 inch. Grind spots in excess of required tolerances to meet surface test requirements. Restore texture by grooving concrete to meet surface finishing specifications.

3.13 FIELD QUALITY CONTROL

A. Perform testing under provisions of Section 01454 - Testing Laboratory Services.

B. Compressive Strength Test Specimens: Make four test specimens for compressive strength test in accordance with ASTM C 31 for each 150 cubic yards or less of pavement that is placed in one day. Test two specimens at 7 days or at number of hours as directed by the Project Manager for high early strength concrete. Test remaining two specimens at 28 days. Test specimens in accordance with ASTM C 39. Minimum compressive strength shall be 3000 pounds per square inch for first two specimens and 3500 pounds per square inch at 28 days.

C. When compressive test indicates failure, make yield test in accordance with ASTM C 138 for cement content per cubic yard of concrete. When cement content is found to be less than that specified per cubic yard, increase batch weights until amount of cement per cubic yard of concrete conforms to requirements.

D. Minimum of one 4 inch core will be taken at random locations per 375 feet per 12 feet lane or 500 square yards of pavement to measure in-place depth. Measure depth in accordance with ASTM C 174. Each core may be tested for 28 day compressive strength according to methods of ASTM C 42. 28 day compressive strength of each core tested shall be a minimum of 3000 pounds per square inch.

E. Request, at option, three additional cores in vicinity of cores indicating nonconforming in-place depths at no cost to City. In-place depth at these locations shall be average depth of four cores.

F. Fill cores and density test sections with new concrete paving or non shrink grout.

3.14 NONCONFORMING PAVEMENT

A. Remove and replace areas of pavement found deficient in thickness by more than 10 percent, or that fail compressive strength tests, with concrete of thickness shown on Drawings.

B. When measurement of any core is less than specified thickness by more than 10 percent, actual thickness of pavement in this area will be determined by taking additional cores at 10 foot intervals parallel to centerline in each direction from deficient core until, in each direction, core is taken which is not deficient by more than 10 percent. Exploratory cores for

deficient thickness will not be used in averages for adjusted unit price. Exploratory cores are to be used only to determine length of pavement in unit that is to be removed and replaced. Replace nonconforming pavement sections at no additional cost to City.

3.15 UNIT PRICE ADJUSTMENT

A. Unit price adjustments shall be made for in-place depth determined by cores as follows:

1. Adjusted Unit Price shall be ratio of average thickness as determined by cores to thickness bid upon, times unit price.

2. Apply adjustment to lower limit of 90 percent and upper limit of 100 percent of unit price.

3. Average depth below 90 percent but greater than 80 percent may be accepted by Project Manager at adjusted Unit Price of:

    a. Unit Price Bid - [2 x (1-ratio) x Unit Price Bid]

    b. Ratio equals average core thickness divided by thickness bid upon

    c. 0.9 ratio pays 80 percent of unit price and 0.8 ratio pays 60 percent of unit price.

4. Average depth below 80 percent will be rejected by Project Manager.

3.16 PAVEMENT MARKINGS

A. Restore pavement markings to match those existing in accordance with City of Houston standard specifications and details and Project Manager's requirements.

3.17 PROTECTION

A. Barricade pavement section to prevent use until concrete has attained minimum design strength. Cure barricade pavement section for minimum 72 hours before use. Do not open pavement to traffic until concrete is at least 10 days old. Pavement may be open to traffic earlier provided Contractor pays for testing and additional specimen once 7 day specified strength is obtained. Pavement may be opened when high early strength concrete is used meeting specified 72 hour strength.

B. High early strength concrete may be used to provide access at driveways, street intersections, esplanades and other locations approved by Project Manager.

C. On those sections of pavement to be opened to traffic, seal joints, clean pavement, and place earth against pavement edges before permitting use by traffic. Opening of pavement to traffic shall not relieve responsibility for Work.

D. Maintain concrete paving in good condition until completion of Work.

E. Repair defects by replacing concrete to full depth.

END OF SECTION

Section 02752

CONCRETE PAVEMENT JOINTS

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Joints for concrete paving; concrete sidewalks, concrete driveways, curbs, and curb and gutters.

B. Saw-cutting existing concrete or asphalt pavements for new joints.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for street pavement expansion joints, with or without load transfer, is on linear foot basis.

2. Payment for horizontal dowels is on a unit price basis for each horizontal dowel.

3. No separate payment will be made for formed or sawed street pavement contraction joints and longitudinal weakened plane joints. Include payment in unit price for Concrete Paving.

4. No separate payment will be made for joints for Curb, Curb and Gutter, Saw-tooth Curb, Concrete Sidewalks, and Concrete Driveways. Include payment in unit price for Curb and Gutter, Concrete Sidewalks, and Concrete Driveways.

5. Payment will be made for Preformed Expansion Joints on a linear foot basis only when field conditions require that sidewalk be moved adjacent to existing concrete structure (i.e., street, back of curb, etc.).

6. Refer to Section 01270 - Measurement and Payment for unit price procedures.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this Section is included in total Stipulated Price.

1.03 REFERENCES

A. ASTM A 615 - Standard Specification for Deformed and Plain Billet-Steel Bars for Concrete Reinforcement.

B. ASTM D 994 - Standard Specification for Preformed Expansion Joint Filler for Concrete (Bituminous Type).

C. ASTM D 1751 - Standard Specification for Preformed Expansion Joint Filler for Concrete Paving and Structural Construction (Nonextruding and Resilient Bituminous Types).

D. ASTM D 3405 - Standard Specification for Joint Sealants, Hot-Applied, for Concrete and Asphalt Pavements.

E. TxDOT Tex-525-C - Tests for Asphalt and Concrete Joint Sealers

1.04 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit product data for joint sealing compound and proposed sealing equipment for approval.

C. Submit samples of dowel cup, metal supports, and deformed metal strip for approval. Submit manufacturer's recommendation for placing sealant(s).

PART 2 P R O D U C T S

2.01 BOARD EXPANSION JOINT MATERIAL

A. Filler board of selected stock. Use wood of density and type as follows:

1. Clear, all-heart cypress weighing no more than 40 pounds per cubic foot, after being oven dried to constant weight.

2. Clear, all-heart redwood weighing no more than 30 pounds per cubic foot, after being oven dried to constant weight.

2.02 PREFORMED EXPANSION JOINT MATERIAL

A. Bituminous fiber and bituminous mastic composition material conforming to ASTM D 994 and ASTM D 1751.

2.03 JOINT SEALING COMPOUND

A. Conform joint sealants to one of sealant classes described in this section.

B. Conform hot-poured rubber-asphalt compound to ASTM D 3405.

C. Two-component Synthetic Polymer.

1. Curing is to be by polymerization and not by evaporation of solvent or fluxing of harder particles.

2. Cure sufficiently at average temperature of 25 ± 1 C (77 ± 2 F) so as not to pick up under wheels of traffic in maximum three hours.

3. Performance requirements, when tested in accordance with TxDOT Tex-525-C, shall meet above curing times and requirements as follows:

Cold-Extruded and Cold-Pourable (Self-Leveling) Specifications	
Property	**Requirement**
Penetration, 25 C (77 F) 150 g Cone, 5 s, 0.1 mm (in.), maximum	130
Bond and Extension 50%, -29 C (-20 F), 3 cycles: *Dry Concrete Block *Steel blocks (Primed, if recommended by manufacturer) *Steel blocks shall be used when armor joints are specified	 Pass Pass
Flow at 70 C (158 F)	None
Water content % by mass, maximum	5.0
Resilience: * Original sample, % min. (cured) * Oven-aged at 70 C (158 F), % min.	 50 50
Cold-extruded material only - Cold Flow (10 minutes)	None

After bond and extension test, there shall be no evidence of cracking, separation or other opening that is over 3 millimeters (1/8 inch) deep in sealer or between sealer and test blocks.

4. Provide cold-extruded type for vertical or sloping joints.

5. Provide self-leveling type for horizontal joints.

D. Self-Leveling, Low Modulus Silicone or Polyurethane Sealant for Asphaltic Concrete and Portland Cement Concrete Joints. This shall be a single component self-leveling silicone or polyurethane material that is compatible with both asphalt and concrete pavements. The sealer shall not require a primer for bond; a backer rod shall be required which is compatible with the sealant; no reaction shall occur between rod and sealant.

When tested in accordance with TxDOT Tex-525-C, self-leveling sealant shall meet following requirements:

Self-Leveling, Low Modulus Silicone or Polyurethane Sealant	
Property	**Requirements**
Tack Free Time, 25 ± 1 C (77 ± 2 F), minutes	120 maximum
Nonvolatile content, % by mass	93 minimum
Tensile Strength and 24 Hour Extension Test: * Initial, 10-day cure, 25 ± 1 C (77 ± 2 F), kPa (psi) * After Water Immersion, kPa (psi) * After Heat Aging, kPa (psi) * After Cycling, -29 C (-20 F), 50%, 3 cycles, kPa (psi) * 24 Hour Extension	 * 21 to 69 (3 to 10) * 21 to 69 (3 to 10) * 21 to 69 (3 to 10) * 21 to 69 (3 to 10) * Pass (All Specimens) After 24 hours, there shall be no evidence of cracking, separation or other opening that is over 3 mm (1/8 in.) deep at any point in the sealer or between the sealer and test blocks.

2.04 LOAD TRANSMISSION DEVICES

A. Smooth, steel dowel bars conforming to ASTM A 615, Grade 60. When indicated on Drawings, encase one end of dowel bar in approved cap having inside diameter 1/16 inch greater than diameter of dowel bar.

B. Deformed steel tie bars conforming to ASTM A 615, Grade 60.

2.05 SUPPORTS FOR REINFORCING STEEL AND JOINT ASSEMBLY

A. Employ supports of approved shape and size that will secure reinforcing steel and joint assembly in correct position during placing and finishing of concrete. Space supports as directed by Project Manager.

PART 3 E X E C U T I O N

3.01 PLACEMENT

A. When new Work is adjacent to existing concrete, place joints at same location as existing joints in adjacent pavement.

B. If limit of removal of existing concrete or asphalt pavement does not fall on existing joint, saw cut existing pavement minimum of 2 inches deep to provide straight, smooth joint surface without chipping, spalling or cracks.

3.02 CONSTRUCTION JOINTS

A. Place transverse construction joint wherever concrete placement must be stopped for more than 30 minutes. Place longitudinal construction joints at interior edges of pavement lanes using No. 6 deformed tie bars, 30 inches long and spaced 18 inches on centers.

3.03 EXPANSION JOINTS

A. Place 3/4 inch expansion joints at radius points of curb returns for cross street intersections, or as located in adjacent pavement but no further than 80 feet apart. Use no boards shorter than 6 feet. When pavement is 24 feet or narrower, use not more than 2 lengths of board. Secure pieces to form straight joint. Shape board filler accurately to cross section of concrete slab. Use load transmission devices of type and size shown on Drawings unless otherwise specified or shown as "No Load Transfer Device." Seal with joint sealing compound.

3.04 CONTRACTION JOINTS

A. Place contraction joints at same locations as in adjacent pavement or at spaces indicated on Drawings. Place smoothed, painted and oiled dowels accurately and normal to joint. Seal groove with joint sealing compound.

3.05 LONGITUDINAL WEAKENED PLANE JOINTS

A. Place longitudinal weakened plane joints at spaces indicated on Drawings. If more than 15 feet in width is poured, longitudinal joint must be saw cut. Seal groove with joint sealing compound.

3.06 SAWED JOINTS

A. Use sawed joints as alternate to contraction and weakened plane joints. Use circular cutter capable of cutting straight line groove minimum of 1/4 inch wide. Maintain depth of one quarter of pavement thickness. Commence sawing as soon as concrete has hardened sufficiently to permit cutting without chipping, spalling or tearing and prior to initiation of cracks. Once sawing has commenced, continue until completed. Make saw cut with one pass. Complete sawing within 24 hours of concrete placement. Saw joints at required spacing consecutively in sequence of concrete placement.

B. Concrete Saw: Provide sawing equipment adequate in power to complete sawing to required dimensions and within required time. Maintain ample supply of saw blades at work site during sawing operations. Maintain sawing equipment on job during concrete placement.

3.07 JOINTS FOR CURB, CURB AND GUTTER

A. Place 3/4 inch preformed expansion joints through curb and gutters at locations of

expansion and contraction joints in pavement, at end of radius returns at street intersections and driveways, and at curb inlets. Maximum spacing shall be 120-foot centers.

3.08 JOINTS FOR CONCRETE SIDEWALKS

A. Provide 3/4 inch expansion joints conforming to ASTM A 1751 along and across sidewalk at back of curbs, at intersections with driveways, steps, and walls; and across walk at intervals not to exceed 36 feet. Provide expansion joint material conforming to ASTM D 994 for small radius curves and around fire hydrants and utility poles. Extend expansion joint material full depth of slab.

3.9 JOINTS FOR CONCRETE DRIVEWAYS

A. Provide 3/4-inch expansion joints conforming to ASTM D 1751 across driveway in line with street face of sidewalks, at existing concrete driveways, and along intersections with sidewalks and other structures. Extend expansion joint material full depth of slab.

3.10 JOINT SEALING

A. Seal joints only when surface and joints are dry, ambient temperature is above 50 degrees F and less than 85 degrees F and weather is not foggy or rainy.

B. Use joint sealing equipment in like new working condition throughout joint sealing operation, and be approved by Project Manager. Use concrete grooving machine or power-operated wire brush and other equipment such as plow, brooms, brushes, blowers or hydro or abrasive cleaning as required to produce satisfactory joints.

C. Clean joints of loose scale, dirt, dust and curing compound. The term joint includes wide joint spaces, expansion joints, dummy groove joints or cracks, either preformed or natural. Remove loose material from concrete surfaces adjacent to joints.

D. Fill joints neatly with joint sealer to depth shown. Pour sufficient joint sealer into joints so that, upon completion, surface of sealer within joint will be 1/4 inch above level of adjacent surface or at elevation as directed.

3.11 PROTECTION

A. Maintain joints in good condition until completion of Work.

B. Replace damaged joints material with new material as required by this Section.

END OF SECTION

Section 02753

CONCRETE PAVEMENT CURING

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Curing of Portland cement concrete paving.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. No separate payment will be made for concrete curing under this Section. Include payment in unit price for Concrete Paving, Concrete Sidewalks, Concrete Driveways, Curbs, and Curb and Gutters.

2. Refer to Section 01270 - Measurement and Payment for unit price procedures.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this Section is included in total Stipulated Price.

1.03 REFERENCES

A. ASTM C 156 - Standard Test Method for Water Retention by Concrete Curing Materials.

B. ASTM C 171 - Standard Specifications for Sheet Materials for Curing Concrete.

C. ASTM C 309 - Standard Specifications for Liquid Membrane-Forming Compounds for Curing Concrete.

1.04 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit manufacturer's product data for cover materials and liquid membrane-forming compounds.

PART 2 P R O D U C T S

2.01 COVER MATERIALS FOR CURING

A. Conform curing materials to one of the following:

1. Polyethylene Film: Opaque pigmented white film conforming to requirements of ASTM C 171.

2. Waterproofed Paper: Paper conforming to requirements of ASTM C 171.

3. Cotton Mats: Single layer of cotton filler completely enclosed in cover of cotton cloth. Mats shall contain not less than 3/4 of a pound of uniformly distributed cotton filler per square yard of mat. Cotton cloth used for covering materials shall weigh not less than 6 ounces per square yard. Stitch mats so that mat will contact surface of pavement at all points when saturated with water.

2.02 LIQUID MEMBRANE-FORMING COMPOUNDS

A. Conform liquid membrane-forming compounds to ASTM C 309. Membrane shall restrict loss of water to not more than 0.55 kg/m^2 in 72 hours using test method ASTM C 156.

PART 3 E X E C U T I O N

3.01 CURING REQUIREMENT

A. Cure concrete pavement by protecting against loss of moisture for period of not less than 72 hours immediately upon completion of finishing operations. Do not use membrane curing for concrete pavement to be overlaid by asphalt concrete.

B. Failure to provide sufficient cover material shall be cause for immediate suspension of concreting operations.

3.02 POLYETHYLENE FILM CURING

A. Immediately after finishing surface, and after concrete has taken its initial set, apply water in form of fine spray. Cover surface with polyethylene film so film will remain in direct contact with surface during specified curing period.

B. Cover entire surface and both edges of pavement slab. Overlap joints in film sheets minimum of 12 inches. Immediately repair tears or holes occurring during curing period by placing acceptable moisture-proof patches or replacing.

3.03 WATERPROOFED PAPER CURING

A. Immediately after finishing surface, and after concrete has taken its initial set, apply water in form of fine spray. Cover surface with waterproofed paper so paper will remain in direct contact with surface during specified curing period.

B. Prepare waterproofed paper to form blankets of sufficient width to cover entire surface and both edges of pavement slab, and not be more than 60 feet in length. Overlap joints in blankets caused by joining paper sheets not less than 5 inches and securely seal with asphalt cement having melting point of approximately 180 degrees F. Place blankets to secure overlap of at least 12 inches. Immediately repair tears or holes appearing in paper during curing period by cementing patches over defects.

3.04 COTTON MAT CURING

A. Immediately after finishing surface, and after concrete has taken its initial set, completely cover surface with cotton mats, thoroughly saturated before application, maintaining contact with surface of pavement equally at all points.

B. Keep mats on pavement for specified curing period. Keep mats saturated so that, when lightly compressed, water will drip freely from them. Keep banked earth or cotton mat covering edges saturated.

3.05 LIQUID MEMBRANE-FORMING COMPOUNDS

A. Immediately after free surface moisture, and after concrete has dispersed, apply liquid membrane-forming compound in accordance with manufacturer's instructions.

B. Moisten concrete by water fogging prior to application of membrane when surface has become dry.

C. Seal concrete surface with single coat at rate of coverage recommended by manufacturer and directed by Project Manager, but not less than one gallon per 200 square feet of surface area.

3.06 TESTING MEMBRANE

A. Treated areas will be visually inspected for areas of lighter color of dry concrete as compared to dump concrete. Test suspected areas by placing few drops of water on surface.
Membrane passes test when water stands in rounded beads or small pools which can be blown along surface of concrete without wetting surface.

B. Reapply membrane compound immediately at no cost to City when membrane fails above test.

END OF SECTION

Section 02762

BLAST CLEANING OF PAVEMENT

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Removal of existing pavement markings.

B. Preparation of pavement surfaces for new pavement markings.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for blast cleaning of roadway lanes is on linear foot basis for each width, measured in place.

2. Payment for blast cleaning of symbols and legends is on square foot basis, measured in place.

3. Payment for removal of raised pavement markings, all types, is on a lump sum basis.

4. Refer to Section 01270 - Measurement and Payment for unit price procedures.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this Section is included in total Stipulated Price.

1.03 SUBMITTALS

A. Conform to requirements of Section 01330 - Submittal Procedures.

B. Submit description and characteristics of proposed blasting medium and equipment for approval.

PART 2 P R O D U C T S

2.01 MATERIALS

A. Blasting Media: Quality commercial product capable of producing specified surface cleanliness without deposition of deleterious materials on cleaned pavement surface. Do not use high silica content sand that may result in high levels of free crystalline silica dust particles as blasting agent.

2.02 EQUIPMENT

A. Equipment shall be power driven and of sufficient capacity to remove pavement markings. Equipment shall utilize moisture and oil traps of sufficient capacity to remove contaminants from air and prevent deposition of moisture, oil, or other contaminants on pavement surface.

PART 3 E X E C U T I O N

3.01 REMOVAL OF EXISTING MARKINGS

A. Remove pavement markings where necessary to prevent driver confusion, or where indicated on Drawings. Included are areas where it will be necessary for drivers to cross existing markings which they would not normally cross. Remove or obliterate markings. Do not damage pavement surface.

3.02 CLEANING FOR PLACEMENT OF MARKERS

A. Remove old pavement markings, loose material, and other contaminants deleterious to adhesion of new pavement markings to be placed. On Portland cement concrete pavement, minimize over blasting to prevent damage to pavement surface. Small particles of tightly adhering existing pavement markings may remain when complete removal will result in pavement surface damage.

B. Follow manufacturer's written instructions for proper cleaning of pavement surfaces to receive pavement marking.

END OF SECTION

Section 02764

RAISED PAVEMENT MARKERS

PART 1 GENERAL

1.01 SECTION INCLUDES

A. Raised pavement markers which include reflectorized and nonreflectorized traffic buttons, pavement markers and jiggle bars all of which are capable of being attached to a roadway surface by an adhesive.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices

1. Payment will be based on the number of satisfactorily installed pavement markers.

2. Unit price bid for each item shall be full compensation for materials, application of raised pavement markings, equipment, labor, tools, and incidentals necessary to complete Work in accordance with the plans and specifications.

B. Stipulated Price (Lump Sum). When Contract is Stipulated Price Contract, payment for work in the Section is included in total Stipulated Price.

1.03 MATERIAL

A. All Jiggle Bar Tiles shall conform to the requirements of TxDOT DMS-4100, “Jiggle Bar Tiles.”

B. Raised Pavement Markers shall conform to the requirements of TxDOT DMS-4200, “Pavement Markers (Reflectorized).”

C. Traffic Buttons shall conform to the requirements of TxDOT DMS-4300, Traffic Buttons.”

D. Testing. The Engineer reserves the right to perform any or all tests required by this item as a check on the tests reported by the manufacturer. Upon request, the Contractor shall furnish, free of charge, samples of the material of the size and in the amount determined by the Engineer for test purposes. In case of any variance, the Engineer’s tests will govern.

1.04 EQUIPMENT

A. Provide the necessary equipment to conduct the work specified herein.

PART 2 PRODUCTS

2.01 CONSTRUCTION

A. The Contractor shall establish guides to mark the lateral location of pavement markings as shown on the plans or as directed by the Engineer. The Engineer shall approve locations of these markings and may authorize necessary adjustments from the plans.

B. The reflective faces of all Type II markers shall be positioned so that the direction of reflection of one (1) face shall be directly opposite to the direction of reflection of the other face.

C. Raised Pavement markers Type I-C shall have clear reflector face towards traffic. Raised pavement markers Type II C-R, shall have the clear face toward the normal traffic flow and the red face toward wrong-way traffic.

D. Unless otherwise shown on the plans or specified by the Engineer, all raised pavement markers placed in broken lines shall be placed in line with and midway between the stripes. The first and last raised pavement marker in a no-passing line shall be a reflective marker. Buttons used to simulate a 10 feet skip lane lines shall be spaced at 40 inches.

E. The pavement markers not placed in accordance with the plans or as directed by the Engineer shall be removed by the Contractor at the Contractor's expense.

F. Removal of existing pavement markers or residual adhesive from a missing pavement marker prior to placement of new or replacement marker(s) shall be in conformance with Section 02762, "Blast Cleaning of Pavement." The portion of the highway surface to which the raised pavement marker is attached by the adhesive shall be clean and free of dirt, grease, oil, and moisture at the time of installation. Surface preparation for installation of raised pavement markers will not be paid for directly, but shall be considered subsidiary to this item. Unsound pavement or other materials that would adversely affect the bond of the adhesive shall not be an acceptable surface.

G. The hot epoxy adhesive shall be applied so that 100 percent of the bonding area of the raised pavement marker will be in contact and shall be of sufficient thickness so that excess adhesive shall be forced out around the perimeter of the raised pavement marker but without impairing the functional capability of the reflectivity of the pavement marker. When the project is complete, the raised pavement marker shall be firmly bonded to the pavement; lines formed by the raised pavement markers shall be true, and the entire installation shall present a neat appearance.

H. Where required by the Engineer, pavement markings outside the limits of this project will be removed or adjusted to provide for a proper tie into this project. The old markings shall be removed or defaced in such a manner that they do not give the appearance of traffic pavement markings.

END OF SECTION

Section 02765

PREFORMED PAVEMENT MARKINGS

PART 1 GENERAL

1.01 SECTION INCLUDES

A. Furnish and install preformed pavement markings, a long-term tape and sheeting pavement marking material to be used for permanent type longitudinal or transverse lines and word/symbol legends.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices

1. Payment for preformed pavement markings is on a linear foot basis.

2. Payment for words and symbols is for each word or symbol.

3. Unit price bid for each item shall be full compensation for materials, application of pavement markings, equipment, labor, tools, and incidentals necessary to complete Work in accordance with the plans and specifications.

B. Stipulated Price (Lump Sum). When Contract is Stipulated Price Contract, payment for work in the Section is included in total Stipulated Price.

1.03 MATERIALS

A. All materials shall conform to the requirements of TxDOT DMS-8240 “Permanent Prefabricated Pavement Markings” as shown on the plans. Type A, B, or C prefabricated markings shall be indicated on the plans based upon the traffic conditions of the roadway and the placement method indicated.

1.04 EQUIPMENT

A. Provide the necessary equipment to conduct the work specified herein.

PART 2 PRODUCTS

2.02 CONSTRUCTION

A. General: All markings shall be located as shown in the plans. The contractor shall install the preformed plastic pavement markings to newly paved hot-mix asphaltic concrete pavements by the in-laid method unless the temperature of the pavement has

reached or fallen below the minimum allowable pavement temperature shown in Table 1.

Table 1
Acceptable Pavement Temperatures for Application of Pavement Markings

Hot Mix Asphalt Type Upon Which the Performed Pavement Marking is to be Applied	Surface Temperature Range for Inlaid Method, °F	Minimum Allowable Pavement Temperature for Inlaid Method, °F	Surface Temperature Range for Cold Laid Method, ° F
Open-Graded Friction Course (OGFC)	160 °F to 180 °F	160 °F	60 °F to 120 °F
Stone Matrix Asphalt (SMA)			
Dense Graded Hot Mixed Aspahlt w/PG 76- or 82-XX Asphalt Cement			
Dense Graded Hot Mixed Asphalt w/PG 70-, 64-, or 58-XX Asphalt Cement	120 °F to 155 °F	120 °F	

All material shall be placed according to the manufacturer's instructions, and in accordance with the surface condition, moisture and temperature requirements listed below:

B. Inlaid Preformed Pavement Markings.

This installation procedure shall apply to streets with newly paved asphaltic concrete surfaces that have attained the temperature ranges shown in Table 1 from initial placement. If at any time after initial placement the pavement cools to below the minimum allowable temperature as shown in Table 1, the markings shall be installed as Thermoplastic Pavement Markings per Section 02767 requirements. For portland cement concrete streets, see Cold-Laid Preformed Pavement Markings (next section) below.

The contractor shall place and inlay all pavement markings on the newly placed asphaltic concrete pavement prior to the final rolling of the asphalt.

The preformed pavement markings shall be applied after the newly placed asphaltic concrete pavement has been adequately compacted and within the temperature range specified in Table 1. The Contractor will be required to install temporary pavement markings at no additional cost to the City if the cold-laid method is used. Preformed pavement line markings shall be installed with a mechanical applicator which shall be capable of placing pavement lines in a neat, accurate and uniform manner. The mechanical applicator shall be equipped with a film cut-off device. Word legends and arrows shall be installed by hand and result in neat, accurate and uniform words and arrows. The preformed pavement markings shall be inlaid into the asphaltic concrete surface by means of a mechanical roller. The roller shall be of sufficient weight capacity to inlay the pavement marking to a minimum depth of 65% of the material

thickness, and to not more than 80% of the material thickness while the temperature range of the pavement surface is within the ranges specified in Table 1. In the event the inlaid markings are distorted or discolored to the point that cleaning does not restore its initial appearance by the contractor's operations, fail to provide a uniform appearance, or are installed improperly, such markings shall be removed and replaced in the finished surface of the pavement as Thermoplastic Pavement Markings per Section 02767 requirements at no additional expense to the City.

C. Cold-Laid Preformed Pavement Markings.

This installation procedure applies to all portland cement concrete pavements, existing asphaltic concrete pavement, and newly placed asphaltic concrete that at any time has fallen below the minimum allowable temperature specified in Table 1 after initial placement.

Pavement on which pavement markings are to be placed shall be cleaned and prepared prior to placement of markings. Cleaning shall be in conformance with Section 02762, “Blast Cleaning of Pavement” such that contaminants, loose materials, and conditions deleterious to proper adhesion are removed. When blast cleaning is required, it shall be done to the extent that a sound pavement surface is exposed. Surfaces shall be further prepared after cleaning by sealing or priming, as recommended by the manufacturer. Pavement to which materials to be applied shall be completely dry. Materials shall not be applied until concrete pavement has appeared to be dry for a minimum of four hours and until asphaltic concrete pavement has appeared to be dry for a minimum of two hours.

Pavement and ambient air temperature requirements recommended by the manufacturer shall be observed. If no temperature requirements are established by the manufacturer, material shall not be placed if the surface temperature is outside the acceptable range shown in Table 1 (see column 4 of this table).

END OF SECTION

Section 02767

THERMOPLASTIC PAVEMENT MARKINGS

PART 1 GENERAL

1.01 SECTION INCLUDES

A. This item includes the application of thermoplastic pavement markings, in conformance with the minimum optical and physical properties required for a thermoplastic road marking compound described herein, in a molten state, onto a pavement surface.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices

1. Payment for thermoplastic pavement markings is on a linear foot basis.

2. Payment for words and symbols is for each word or symbol.

3. Payment for green colored pavement markings is on a square foot basis.

4. Payment for railroad crossing markings, to include stop line and two transverse lines, is for each crossing marked. For multi-lane approaches to railroad crossings, the solid 8-inch lines will be measured in linear feet, complete in place.

5. Unit price bid for each item shall be full compensation for materials, application of pavement markings, equipment, labor, tools, and incidentals necessary to complete Work in accordance with the plans and specifications.

B. Stipulated Price (Lump Sum). When Contract is Stipulated Price Contract, payment for work in the Section is included in total Stipulated Price.

1.03 MATERIAL

A. All materials shall conform to the requirements of TxDOT DMS-8220 "Hot Applied Thermoplastic." Thermoplastic materials shall be stored in a dry environment to minimize the amount of moisture retained during storage.

B. Materials used for green colored pavement (bicycle green) shall be manufactured with appropriate pigment to ensure that the resulting colors comply with the Light Green color as specified in the FHWA memorandum dated 4/15/2011: "Interim Approval for Optimal Use of Green Colored Pavement for Bike Lanes (IA-14)". Green colored pavement to be defined as transverse markings.

1.04 EQUIPMENT

A. Provide the necessary equipment to conduct the work specified herein. All equipment shall be maintained in good working order such that neat and clean thermoplastic markings are applied at the proper thicknesses and glass beads are placed at the correct rate. Equipment that is deemed deficient by the Engineer shall be replaced immediately.

PART 2 PRODUCTS

2.01 CONSTRUCTION

The appearance of the finished markings shall have a uniform surface, crisp edges with a minimum over-spray, clean cut-off, meet straightness requirements and conform to the design drawings and/or engineer instructions.

The contractor shall provide the Engineer with certification from the marking manufacturer that contractor has been adequately trained and certified to apply the manufacturer's material. This certification shall be considered current if the certification date provided by the manufacturer is within two years of the date of marking application.

All striping and pavement markings shall be placed in accordance with the requirements of this specification, the detailed plans, and the current edition of the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD). The Contractor shall provide all other engineering services necessary for pre-marking of all proposed stripe within the limits of the designated work.

Unless authorized otherwise in writing by the Engineer, striping shall be accomplished during daylight hours. Approved lighting arrangements will be required for night time operations when allowed. The Contractor may be required to place markings over existing markings, as determined by the Engineer. The Contractor shall adjust the operation of the thermoplastic screed shoe to match the previous lengths of stripes and skips, when necessary.

Failure of the striping material to adhere to the pavement surface during the life of the contract shall be prima facie evidence that the materials, even though complying with these specifications, or the application thereof, was inconsistent with the intent of the requirements for the work under the latest City specifications and shall be cause for ordering corrective action or replacement of the marking without additional cost to the City.

Unless otherwise approved by the Engineer, permanent pavement markings on newly constructed pavements surfaced with asphaltic concrete or bituminous seals shall not be applied for a minimum of 14 days or a maximum 35 days. Temporary pavement marking shall be provided during the 14 to 35-day period.

A. Surface Preparation.

1. Moisture**.** All surfaces shall be inspected for moisture content prior to application of thermoplastic. Approximately two square feet of a clear plastic or tar paper shall be laid on the road surface and held in place for 15 to 20 minutes. The underside of the plastic or tar paper shall then be inspected for a buildup of condensed moisture from the road surface. Pavement is considered dry if there is no condensation on the underside of the plastic or tarpaper. In the event of moisture, this test shall be repeated until there is no moisture on the underside of the plastic or tar paper.

2. Cleaning. All surfaces shall be clean and dry, as defined in Section 535.4.A.1, before thermoplastic can be applied. Loose dirt and debris shall be removed by thoroughly blowing compressed air over the area to be striped. If the thermoplastic is to be applied over existing paint lines, the paint line shall be swept with a mechanical sweeper or wire brush to remove poorly adhered paint and dirt that would interfere with the proper bonding or the thermoplastic. Additional cleaning through the use of compressed air may be required to remove embedded dirt and debris after sweeping. Latence and curing compound shall be removed from all new Portland cement concrete surfaces in accordance with Section 02762, "Blast Cleaning of Pavement."

3. Layout. The pavement markings shall be placed in proper alignment with guidelines established on the roadway. Deviation from the alignment established shall not exceed 2 inches and, in addition, the deviation in alignment of the marking being placed shall not exceed 1 inch per 200 feet of roadway nor shall any deviation be abrupt.

   No striping material shall be applied over a guide cord; only longitudinal joints, existing stripes, primer, or other approved type guides will be permitted. In the absence of a longitudinal joint or existing stripe, the Contractor shall mark the points necessary for the placing of the proposed stripe. Edge striping shall be adjusted as necessary so that the edge stripe will be parallel to the centerline and shall not be placed off the edge of the pavement.

   Longitudinal markings shall be offset at least 2-inches from construction joints of Portland cement concrete surfaces and joints and shoulder breaks of asphalt surfaces.

4. Primer Sealer. Primer sealer shall be used on all Portland cement concrete surfaces. A primer sealer shall be used on asphalt surfaces that are over two years old and/or on asphalt surfaces that are worn or oxidized to a condition where 50 percent or more of the wearing surface is exposed aggregate. Existing pavement markings may act as the primer sealer if, after cleaning, more than 70 percent of the existing pavement marking is still properly bonded to the asphalt surface.

5. Primer Sealer Application. When required as described, the primer-sealer shall be applied to the road surface in a continuous film at a minimum thickness of 3 to 5 mils. Before the Thermoplastic is applied, the primer-sealer shall be allowed to dry to a tacky state. The thermoplastic shall be applied within 4 hours after the primer application.

B. Temperature Requirements.

1. Ambient Conditions. The ambient air and road surface shall be 55°F and rising before application of thermoplastic can begin.

2. Material Requirements. Unless otherwise specified by the material manufacturer, the thermoplastic compound shall be heated from 400°F to 450°F and shall be a minimum of 400°F as it makes contact with road surface during application. An infrared temperature gun shall be used to determine the temperature of the thermoplastic as it is being applied to the road surface.

C. Drop-on Glass Sphere Application.

1. Application Rate. Retro-reflective glass spheres shall be applied at the rate of 10 pounds per 100 square feet of applied markings. This application rate shall be determined by confirming the following consumption rates:

   a. 200 pounds of drop on glass spheres per ton of applied thermoplastic when the thermoplastic is being applied at 0.090 inch film thickness.

   b. 150 pounds of drop on glass spheres per ton of applied thermoplastic when the thermoplastic is being applied at 0.125 inch thickness.

2. Application Method. Retro-reflective glass spheres shall be applied by a mechanical dispenser property calibrated and adjusted to provide proper application rates and uniform distribution of the spheres across the cross section of the entire width of the line. To enable the spheres to embed themselves into the hot thermoplastic, the sphere dispenser shall be positioned immediately behind the thermoplastic application device. This insures that the spheres are applied to the thermoplastic material while it is still in the molten state.

D. Application Thickness.

1. Longitudinal and Transverse Markings. On previously unmarked pavements or pavements where markings have been effectively removed, all lane lines, center lines, transverse markings and pavement markings in traffic areas with :S 1 ,000 vehicles per day per lane shall have a minimum film thickness of 0.090 inch at the edges and a maximum of 0.145 inch at the center. A minimum average film thickness of 0.090 inch shall be maintained. On pavements with existing markings, meeting the traffic requirements stated above, all lane lines, center lines, transverse markings and pavement markings shall have a minimum film

thickness of 0.060 inch for re-application over existing strip line.

2. High Wear Longitudinal and Transverse Marking. On previously unmarked pavements or pavements where markings have been effectively removed, all lane lines, center lines, transverse markings and pavement markings in high traffic areas (>1,000 vehicles per day per lane) shall have a minimum film thickness of 0.125 inch at the edges and a maximum of 0.188 inch at the center. A minimum average film thickness of 0.125 inch shall be maintained. On pavements with existing markings, meeting the traffic requirements stated above, all lane lines, center lines, transverse markings and pavement markings shall have a minimum film thickness of 0.090 inch for re-application over existing strip line.

E. Packaging.

1. Containers. The thermoplastic material shall be delivered in 50 pound containers or bags of sufficient strength to permit normal handling during shipment and handling on the job without loss of material.

2. Labeling. Each container shall be clearly marked to indicate the color of the material, the process batch number and/or manufacturer's formulation number, the manufacturer's name and address and the date of manufacture.

F. Acceptance.

1. Sampling Procedure. Random samples may be taken at the job site at the discretion of the City Traffic Engineer for quality assurance. The City reserves the right to conduct the tests deemed necessary to identify component materials and verify results of specific tests indicated in conjunction with the specification requirements.

   The sample(s) shall be labeled as to the shipment number, lot number, date, quantity, and any other pertinent information. At least three randomly selected bags shall be obtained from each lot. A 10 pound) sample from the three bags shall be submitted for testing and acceptance. The lot size shall be approximately 44,000 pounds unless the total order is less than this amount.

2. Manufacturer's Responsibility.

   a. Sampling and Testing. The manufacturer shall submit test results from an approved independent laboratory. All material samples shall be obtained 20 days in advance of the pavement marking operations. The cost of testing shall be included in the price of thermoplastic material. The approved independent laboratory's test results shall be submitted to the City Traffic Engineer in the form of a certified test report.

b. Bill of Lading. The manufacturer shall furnish the Material and Tests Laboratory with copies of Bills of Lading for all materials inspected. Bill of lading shall indicate the consignee and the destination, date of shipment, lot numbers, quantity, type of material, and location of source.

c. Material Acceptance. Final acceptance of a particular lot of thermoplastic will be based on the following.

(1) Compliance with the specification for material composition requirements verified by approved independent laboratory with tests results.

(2) Compliance with the specification for the physical properties required and verified by an approved independent laboratory with test results.

(3) Manufacturer's test results for each lot thermoplastic have been received.

(4) Identification requirements are satisfactory.

3. Contractor's Responsibility.

a. Notification. The contractor shall notify the Construction Inspector 72 hours prior to the placement of the thermoplastic markings to enable the inspector to be present during the application operation. At the time of notification, the Contractor shall indicate the manufacturer and the lot numbers of the thermoplastic that will be used.

A check should be made by the contractor to insure that the approved lot numbers appear on the material package. Failure to do so is cause for rejection.

b. Warranty or Guarantee. If the normal trade practice for manufacturers is to furnish warranties or guarantees for the materials and equipment specified herein, the Contractor shall turn the guarantees and warranties over to the Engineer for potential dealing with the manufacturers. The extent of such warranties or guarantees will not be a factor in selecting the successful bidder.

END OF SECTION

Section 02951

PAVEMENT REPAIR AND RESTORATION

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Repairing and replacing streets, highways, and other pavements as required per street cut ordinance that have been cut, broken, or damaged due to utility excavation.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for pavement repair and replacement for utility projects is on a square yard basis and includes surface and base materials as required per street cut ordinance.

2. Measurement for utility projects: Match actual pavement replaced but no greater than maximum pavement replacement limits in accordance with the street cut ordinance or otherwise shown on drawings.

3. Refer to Section 01270 - Measurement and Payment for other unit price procedures.

B. Stipulated Price (Lump Sum). If Contract is Stipulated Price Contract, payment for work in this section is included in total Stipulated Price.

PART 2 P R O D U C T S

2.01 MATERIALS

A. Subgrade:

1. Provide backfill material as required by applicable excavation and fill sections (Sections 02315 through 02319) and Section 02330 - Embankment.

2. Provide material for stabilization as required by applicable portions of Section 02336 - Lime Stabilized Subgrade, Section 02337 - Lime/Fly-Ash Stabilized Subgrade, and Section 02338 - Portland Cement Stabilized Subgrade.

B. Base: Provide base material as required by applicable portions of Section 02711 - Hot Mix Asphaltic Base Course, Section 02712 - Cement Stabilized Base Course, and Section 02713 - Crushed Concrete Base Course.

C. Pavement: Provide paving materials as required by applicable portions of Section 02741 - Asphaltic Concrete Pavement, Section 02751- Concrete Paving, Section 02754 - Concrete Driveways, and Section 02771 - Curb, Curb and Gutter, and Headers, and Section 02775 - Concrete Sidewalks.

PART 3 E X E C U T I O N

3.01 PREPARATION

A. Notify City prior to commencement of excavation in pavement for which an Excavation in Public Way permits has been obtained. Follow directions contained in the permit.

B. Conform to requirement of Section 02221 - Removing Existing Pavements and Structures, for removals.

C. Saw cut pavement 18 inches wider than width of trench needed to install utilities unless otherwise indicated on Drawings.

D. When removing pavement to existing deformed metal strip (i.e. dummy joint), saw cut pavement minimum 2 inches deep on opposite side of deformed metal strip. Place saw joint far enough behind deformed metal strip to obtain continuously straight joint. Remove damaged portion of deformed metal strip as required to provide proper joint. Saw cut and remove metal strip before placement of new concrete pavement.

E. Protect edges of existing pavement to remain from damage during removals, utility placement, backfill, and paving operations. For concrete pavement, protect undisturbed subgrade that is to remain to support replacement slab.

F. Dowel in existing pavement where no reinforcement is found or is broken due to construction activities. Unless otherwise directed by Project Manager, provide No. 6 bars 24 inches long, drilled and embedded 8 inches into center of existing slab with 'PO-ROC' epoxy grout or approved equal. Space dowels to match new pavement reinforcement spacing.

G. Provide transitional paving and earthwork as required to tie proposed pavement to existing pavement when unable to dowel new pavement into existing pavement.

3.02 INSTALLATION

A. Parking Areas, Service Drives, Driveways, and Sidewalks: Replace with material equal to or better than existing or as indicated on Drawings. Conform to applicable requirements of sections referenced in Paragraph 2.01, Materials.

B. Street Pavements and Curbs, Curbs and Gutters: Replace subgrade, base, and surface course with like materials or as indicated on Drawings and City of Houston Standard Detail 02951.01. Curbs and curbs and gutters shall match existing. Conform to requirements of sections referenced in Paragraph 2.01, Materials.

C. For concrete pavement, install size and length of reinforcing steel and pavement thickness indicated on Drawings and City of Houston Standard Detail 02751.01. Place types and spacing of joints to match existing or as indicated on Drawings.

D. Where existing pavement consists of concrete pavement with asphaltic surfacing, resurface with minimum 2 inch depth asphaltic pavement.

E. Repair state highway and county crossings in accordance with TxDOT permit or county requirements as appropriate and within 1 week after utility work is installed.

3.03 WASTE MATERIAL DISPOSAL

A. Dispose of waste material in accordance with requirements of Section 01576 - Waste Material Disposal.

3.04 PROTECTION

A. Maintain pavement in good condition until completion of Work.

B. Replace pavement damaged by Contractor's operations at no cost to City.

END OF SECTION

Section 02960

MILLING PAVEMENT

PART 1 G E N E R A L

1.01 SECTION INCLUDES

A. Milling of existing asphalt or concrete pavement surface as required for installation of speed humps or pavement overlay.

1.02 MEASUREMENT AND PAYMENT

A. Unit Prices.

1. Payment for removing existing pavement surface by milling is on a square yard basis. Separate pay items and measurements will be made for milling of asphalt surface or milling of concrete surface as applicable.

2. No separate payment under this section for milling associated with installation of speed humps. Payment for installation of speed humps including cost for milling of existing asphalt or concrete pavement shall be per Section 02741 – Asphaltic Concrete Pavement.

3. Refer to Section 01270 - Measurement and Payment for unit price procedures.

B. Stipulated Price (Lump Sum). If the Contract is a Stipulated Price Contract, payment for work in this Section is included in the total Stipulated Price.

PART 2 P R O D U C T S

2.01 EQUIPMENT

A. For milling and installing of speed humps, the contractor shall use an appropriate type of milling machine to remove the existing asphalt or concrete surface as shown. The milling machine shall be capable of milling a minimum 18 inch wide path and also shall be able to turn in tight corners.

B. The teeth of the machine shall be capable of milling concrete or asphalt as appropriate. The equipment for removing the pavement surface shall be a power operated planing machine with a minimum six-foot cutting width. For detail work and for cutting widths less than six feet, equipment with less than six-foot cutting widths will be allowed. The equipment shall be self-propelled with sufficient power, traction and stability to maintain accurate depth of cut and slope. The equipment self-propelled with sufficient power, traction and stability to

maintain accurate depth of cut and slope. The equipment shall be capable of cutting four inches of asphaltic concrete pavement, one inch of portland cement concrete pavement, or a combination of two inches of asphaltic concrete pavement and one half inch portland concrete pavement in one continuous operation.

C. The equipment shall be equipped with an approved automatic dual longitudinal grade control system and a transverse control system unless otherwise directed by the project manager. The longitudinal controls shall be capable of operating from any longitudinal grade reference, including stringline, ski, mobile stringline, or matching shoe. The transverse controls shall have an automatic system for controlling cross slope at a given rate.

D. The grade reference used by the Contractor may be of any type approved by the project manager. Control points shall be established for the finished profile. These points shall be set at intervals not to exceed 50 feet. The Contractor shall set the grade reference from the control points. The grade reference shall have sufficient support so that the maximum deflection shall not exceed 1/16 inch between supports.

E. The machine shall have a manual system providing for uniformly varying the depth of cut while the machine is in motion, thereby making it possible to cut flush to all inlets, manholes, or other obstructions within the paved area. The speed of the machine shall be variable in order to leave the desired grid pattern.

F. The machine shall be equipped with integral loading and reclaiming devices to immediately remove material being cut from the surface of the roadway and discharge the cuttings into a truck, all in one operation. The machine shall be equipped with devices to control dust created by the cutting action.

G. Various machines may be permitted to make trail runs to demonstrate the capabilities of that machine. Any machine that is incapable of meeting the requirements of this Section, in the opinion of the project manager, will not be permitted.

H. A street sweeper equipped with a water tank, spray assembly to control dust, a pick-up broom, a gutter broom, and a dirt hopper shall be provided by the Contractor. The street sweeper shall be capable of removing cuttings and debris from the planed pavement. Other sweeping equipment may be provided in lieu of the street sweeper when approved by the project manager in writing.

I. The Contractor shall provide any other equipment and personnel necessary for proper operation of the planing machine, to minimize dust and to remove cuttings.

PART 3 E X E C U T I O N

3.01 PREPARATION

A. The Contractor shall not mill roadway more than 7 calendar days prior to construction.

B. If Contractor does not install speed hump in the specified time, the City, without notice to the Contractor, may effect repairs to the milled area and deduct the cost of the expense incurred by the City for repair work from currently due or future invoiced amounts.

3.02 MILLING

A. The existing pavement to within 1 foot of the face of the curb shall be removed for a depth of one inch or otherwise designated or shown on drawing for milling of the existing pavement.

B. The pavement surface shall be removed for the length, depth and width and to the typical section shown on drawings. The planed surface shall provide a satisfactory riding surface free from gouges, continuous longitudinal grooves, ridges, oil film and other imperfections of workmanship and shall have a uniform textured appearance.

C. When removing an asphaltic concrete pavement from an underlying portland cement concrete pavement, all of the asphaltic concrete pavement shall be removed, leaving a uniform surface of portland cement concrete, unless otherwise directed by the project manager.

D. Any vertical or near vertical longitudinal face exceeding 1 ¼ inches in height in the pavement surface open to traffic at the end of a work period shall be sloped a minimum of 1:1. Transverse faces that are present at the end of a work period shall be tapered in a manner acceptable to the project manager.

E. Loose portland cement concrete material from the operation shall be disposed of at sites obtained by the Contractor or otherwise approved by the project manager. All materials removed under this contract become the property of the Contractor. Contractor shall legally dispose of all such removed materials.

F. Pavement that is not removed by the planing machine adjacent to steep curbs, inlets, manholes or other obstructions shall be removed by other methods acceptable to the project manager.

G. The pavement and curb surfaces shall be swept with a street sweeper or other sweeping equipment to remove all debris leaving a clean and presentable condition.

H. Milling is required along the outside perimeter of the hump to the depth of one inch on both concrete and asphalt pavement. Mill the existing pavement to within one foot of the curb face.

3.03 PROTECTION

A. Damage to water valve, water meters, manholes, curbs or other improvements shall be repaired or replaced at no additional cost to the City.

3.04 SURFACE TEXTURE AND TESTS

A. In areas where traffic will be permitted, the texture product shall be a grid pattern or any other pattern with discontinuous longitudinal striations that will provide, in the opinion of the project manager, a satisfactory temporary riding surface.

B. The surface of the pavement, after planing, shall be ready for HMAC overlay and shall be true to the established line, grade and cross section. The pavement surface, when tested with a 10-foot straightedge placed parallel to the centerline of the roadway or tested by other equivalent or acceptable means, shall not have any deviation greater than 1/8 inch in 10 feet. The deviations shall be measured from the top of the texture. Any point in the surface not meeting this requirement shall be corrected as directed by the project manager at the Contractor's expense.

END OF SECTION