
USACE / NAVFAC / AFCEC / NASA UFGS-32 13 13.06 (November 2011)
Change 1 - 11/13

Preparing Activity: NAVFAC Superseding
UFGS-32 13 13.06 (August 2008)

UNIFIED FACILITIES GUIDE SPECIFICATIONS

References are in agreement with UMRL dated October 2014

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DIVISION 32 - EXTERIOR IMPROVEMENTS

SECTION 32 13 13.06

PORTLAND CEMENT CONCRETE PAVEMENT FOR ROADS AND SITE FACILITIES

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SECTION 32 13 13.06

PORTLAND CEMENT CONCRETE PAVEMENT FOR ROADS AND SITE FACILITIES 11/11

NOTE: This guide specification covers the requirements for small portland cement concrete paving jobs such as roads, streets, sidewalks, and parking lots.

Adhere to UFC 1-300-02 Unified Facilities Guide Specifications (UFGS) Format Standard when editing this guide specification or preparing new project specification sections. Edit this guide specification for project specific requirements by adding, deleting, or revising text. For bracketed items, choose applicable items(s) or insert appropriate information.

Remove information and requirements not required in respective project, whether or not brackets are present.

Comments, suggestions and recommended changes for this guide specification are welcome and should be submitted as a Criteria Change Request (CCR).

NOTE: The extent and location of the work to be accomplished should be indicated on the project drawings, or included in the project specifications. Precast structural concrete and portland cement pavements for airports are not included in this specifications.

PART 1 GENERAL

1.1 REFERENCES

NOTE: This paragraph is used to list the publications cited in the text of the guide

specification. The publications are referred to in the text by basic designation only and listed in this paragraph by organization, designation, date, and title.

Use the Reference Wizard's Check Reference feature when you add a RID outside of the Section's Reference Article to automatically place the reference in the Reference Article. Also use the Reference Wizard's Check Reference feature to update the issue dates.

References not used in the text will automatically be deleted from this section of the project specification when you choose to reconcile references in the publish print process.

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

AMERICAN CONCRETE INSTITUTE INTERNATIONAL (ACI)

ACI 211.1	(1991; R 2009) Standard Practice for Selecting Proportions for Normal, Heavyweight and Mass Concrete
ACI 301	(2010; Errata 2011) Specifications for Structural Concrete
ACI 305.1	(2006) Specification for Hot Weather Concreting
ACI 306.1	(1990; R 2002) Standard Specification for Cold Weather Concreting
ACI 325.12R	(2002; R 2013) Guide for Design of Jointed Concrete Pavements for Streets and Local Roads
ACI 330R	(2008) Guide for the Design and Construction of Concrete Parking Lots

AMERICAN WATER WORKS ASSOCIATION (AWWA)

AWWA C215	(2010) Extruded Polyolefin Coatings for the Exterior of Steel Water Pipelines
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ASTM INTERNATIONAL (ASTM)

ASTM A184/A184M	(2006; E2011) Standard Specification for Fabricated Deformed Steel Bar Mats for Concrete Reinforcement
ASTM A615/A615M	(2014) Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement

ASTM A775/A775M	(2007b; R2014) Standard Specification for Epoxy-Coated Steel Reinforcing Bars
ASTM A966/A966M	(2008; R 2012) Standard Test Method for Magnetic Particle Examination of Steel Forgings Using Alternating Current
ASTM C1077	(2014) Standard Practice for Laboratories Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Laboratory Evaluation
ASTM C1157/C1157M	(2011) Standard Specification for Hydraulic Cement
ASTM C1260	(2007) Standard Test Method for Potential Alkali Reactivity of Aggregates (Mortar-Bar Method)
ASTM C143/C143M	(2012) Standard Test Method for Slump of Hydraulic-Cement Concrete
ASTM C150/C150M	(2012) Standard Specification for Portland Cement
ASTM C1549	(2009) Standard Test Method for Determination of Solar Reflectance Near Ambient Temperature Using a Portable Solar Reflectometer
ASTM C1567	(2013) Standard Test Method for Potential Alkali-Silica Reactivity of Combinations of Cementitious Materials and Aggregate (Accelerated Mortar-Bar Method)
ASTM C1602/C1602M	(2012) Standard Specification for Mixing Water Used in Production of Hydraulic Cement Concrete
ASTM C171	(2007) Standard Specification for Sheet Materials for Curing Concrete
ASTM C172/C172M	(2014) Standard Practice for Sampling Freshly Mixed Concrete
ASTM C231/C231M	(2014) Standard Test Method for Air Content of Freshly Mixed Concrete by the Pressure Method
ASTM C260/C260M	(2010a) Standard Specification for Air-Entraining Admixtures for Concrete
ASTM C309	(2011) Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM C31/C31M	(2012) Standard Practice for Making and Curing Concrete Test Specimens in the Field

ASTM C33/C33M	(2013) Standard Specification for Concrete Aggregates
ASTM C494/C494M	(2013) Standard Specification for Chemical Admixtures for Concrete
ASTM C595/C595M	(2014) Standard Specification for Blended Hydraulic Cements
ASTM C618	(2012a) Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use in Concrete
ASTM C78/C78M	(2012; E 2013) Standard Test Method for Flexural Strength of Concrete (Using Simple Beam with Third-Point Loading)
ASTM C94/C94M	(2014a) Standard Specification for Ready-Mixed Concrete
ASTM C989/C989M	(2013) Standard Specification for Slag Cement for Use in Concrete and Mortars

U.S. DEPARTMENT OF DEFENSE (DOD)

UFC 3-250-01FA	(2004) Pavement Design for Roads, Streets, Walks, and Open Storage Areas
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1.2 DESIGN

This materials and construction specification is intended to be used on projects where the design was completed using UFC 3-250-01FA Pavement Design for Roads, Streets, Walks, and Open Storage Areas, ACI 330R, Guide for the Design and Construction of Concrete Parking Lots or ACI 325.12R, Guide for Design of Jointed Concrete Pavements for Streets and Local Roads, or equivalent.

1.3 RELATED SECTIONS

Portland cement concrete pavement shall use Section 32 11 16.16 [BASE COURSE FOR RIGID] [AND SUBBASE COURSE FOR FLEXIBLE] [SUBBASE COURSE FOR PERVIOUS] PAVING, in addition to this section.

1.4 SUBMITTALS

NOTE: Review Submittal Description (SD) definitions in Section 01 33 00 SUBMITTAL PROCEDURES and edit the following list to reflect only the submittals required for the project.

The Guide Specification technical editors have designated those items that require Government approval, due to their complexity or criticality, with a "G". Generally, other submittal items can be reviewed by the Contractor's Quality Control System. Only add a "G" to an item, if the submittal is sufficiently important or complex in context of the project.

For submittals requiring Government approval on Army projects, a code of up to three characters within the submittal tags may be used following the "G" designation to indicate the approving authority. Codes for Army projects using the Resident Management System (RMS) are: "AE" for Architect-Engineer; "DO" for District Office (Engineering Division or other organization in the District Office); "AO" for Area Office; "RO" for Resident Office; and "PO" for Project Office. Codes following the "G" typically are not used for Navy projects.

An "S" following a submittal item indicates that the submittal is required for the Sustainability Notebook to fulfill federally mandated sustainable requirements in accordance with Section 01 33 29 SUSTAINABILITY REQUIREMENTS.

Submittal items not designated with a "G" are considered as being for information only for Army projects and for Contractor Quality Control approval for Navy projects.

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are [for Contractor Quality Control approval.] [for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government.] Submittals with an "S" are for inclusion in the Sustainability Notebook, in conformance to Section 01 33 29 SUSTAINABILITY REQUIREMENTS. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-03 Product Data[; G][; G, [_____]]

Curing materials

Admixtures

Dowel

[Reinforcement]

Submit a complete list of materials including type, brand and applicable reference specifications.

Cementitious Materials; (LEED)

Aggregate; (LEED)

Submit documentation indicating percentage of post-industrial and post-consumer recycled content per unit of product. Indicate relative dollar value of recycled content products to total dollar value of products included in project.

[Local/Regional Materials; (LEED)

Submit documentation indicating distance between manufacturing facility and the project site. Indicate distance of raw material origin from the project site. Indicate relative dollar value of local/regional materials to total dollar value of products included in project.]

[Albedo; (LEED)

Provide information identifying the reflectance of the pavement.]

SD-04 Samples

[Field-Constructed Mockup

] SD-05 Design Data[; G][; G, [_____]]

Concrete mix design

Thirty days minimum prior to concrete placement, submit a mix design, with applicable tests, for each strength and type of concrete for approval. Submit a complete list of materials including type; brand; source and amount of cement, fly ash, slag, and admixtures; and applicable reference specifications. Provide mix proportion data using at least three different water-cement ratios for each type of mixture, which will produce a range of strength encompassing those required for each class and type of concrete required. Submittal shall clearly indicate where each mix design will be used when more than one mix design is submitted. Obtain acknowledgement of approvals prior to concrete placement. Submit a new mix design for each material source change.

SD-06 Test Reports[; G][; G, [_____]]

Aggregate tests

Concrete slump tests

Air content tests

Flexural strength tests

[Cementitious materials]

SD-07 Certificates[; G][; G, [_____]]

Ready-mixed concrete plant

Batch tickets

Cementitious materials

SD-11 Closeout Submittals[; G][; G, [_____]]

[Local/Regional Materials; (LEED)

LEED documentation relative to local/regional materials credit in accordance with LEED Reference Guide. Include in LEED Documentation Notebook.]

Cementitious Materials; (LEED)

Albedo; (LEED)

LEED documentation relative to heat island effect - non-roof credit in accordance with LEED Reference Guide. Include in LEED Documentation Notebook.

1.5 DELIVERY, STORAGE, AND HANDLING

ASTM C94/C94M.

1.6 QUALITY ASSURANCE

1.6.1 Ready-mixed Concrete Plant Certification

Unless otherwise approved by the Contracting Officer, ready mixed concrete shall be produced and provided by a National Ready-Mix Concrete Association (NRMCA) certified plant. If a volumetric mobile mixer is used to produce the concrete, rather than ready-mixed concrete, the mixer(s) must conform to the standards of the Volumetric Mixer Manufacturers Bureau (VMMB). Verification shall be made by a current VMMB conformance plate affixed to the volumetric mixer equipment.

1.6.2 Contractor Qualifications

Unless waived by the Contracting Officer, the Contractor shall meet one of the following criteria:

- a. Contractor shall have at least one National Ready Mixed Concrete Association (NRMCA) certified concrete craftsman and at least one American Concrete Institute (ACI) Flatwork Finisher Certified craftsman on site, overseeing each placement crew during all concrete placement.
- b. Contractor shall have no less than three NRMCA certified concrete installers and at least two American Concrete Institute (ACI) Flatwork Finisher Certified installers, who shall be on site working as members of each placement crew during all concrete placement.

1.6.3 Required Information

Submit copies of laboratory test reports showing that the mix has been successfully tested to produce concrete with the properties specified and that mix will be suitable for the job conditions. The laboratory test reports shall include mill test and all other test for cementitious materials, aggregates, and admixtures. Provide maximum nominal aggregate size, combined aggregate gradation analysis, percentage retained and passing sieve, and a graph of percentage retained verses sieve size. Test reports shall be submitted along with the concrete mix design. Sampling and testing of materials, concrete mix design, sampling and testing in the field shall be performed by a commercial testing laboratory which conforms to ASTM C1077. The laboratory shall be approved in writing by the Government.

1.6.4 Batch Tickets

ASTM C94/C94M. Submit mandatory batch ticket information for each load of ready-mixed concrete.

1.6.5 Field-Constructed Mockup

Install a minimum [37 square meters 400 square feet] to demonstrate typical joints, surface finish, texture, color, thickness, and standard of workmanship. Test panels shall be placed using the mixture proportions, materials, and equipment as proposed for the project. Test mock up panels in accordance with requirements in FIELD QUALITY CONTROL.

When a test panel is does not meet one or more of the requirements, the test panel shall be rejected, removed, and replaced at the Contractor's expense. If the test panels are acceptable, they may be incorporated into the project with the approval of the Contracting Officer.

1.7 SUSTAINABLE DESIGN REQUIREMENTS

1.7.1 Local/Regional Materials

NOTE: Using local materials can help minimize transportation impacts, including fossil fuel consumption, air pollution, and labor. Using materials harvested and manufactured within a 500 mile radius from the project site contributes to the following LEED credit: MR5. Coordinate with Section 01 33 29 LEED(tm) DOCUMENTATION. Use second option if Contractor is choosing local materials in accordance with Section 01 33 29 LEED(tm) DOCUMENTATION. First option shall not be used for USACE projects. Army projects shall include second option only if pursuing this LEED credit.

[Use materials or products extracted, harvested, or recovered, as well as manufactured, within a [800][_____] kilometer [500][_____] mileradius from the project site, if available from a minimum of three sources.][See Section 01 33 29 LEED(tm) DOCUMENTATION for cumulative total local material requirements. Pavement materials may be locally available.

] PART 2 PRODUCTS

2.1 MATERIALS

2.1.1 Cementitious Materials

NOTE: ASTM C595 covers three kinds of blended hydraulic cements. The three types are as follows:

1. Portland Blast - Furnace Slag Cement (Type IS).
2. Portland - Pozzolan Cement (Types IP and P).
3. Ternary blended Cement (Type IT).

For sulfate resistance consider using types IS (MS) or IP (MS), II, and V.

Types IS-A, IP-A, PA, SA, and PM-A are air-entrained

cements but should not be specified because of inability to control air content and lack of uniformity.

NOTE: Cement is 10 to 15 percent of concrete, but is more energy intensive than the other constituents. Use the minimum amount of cement required for a project to produce quality concrete. Fly ash is not commonly used as a replacement for portland cement at the 40 percent level and needs to be tested extensively for compatibility and performance if used in this manner. Include the last sentence of the following paragraph if fly ash replaces 40 percent of portland cement. Concrete and cement are EPA designated products for recycled content. See Section 01 62 35 RRECYCLED/RECOVERED/BIOBASED MATERIALS and include minimum recycled content options unless designer determines that justification for non-use exists. Designer must verify suitability, availability and adequate competition (including verification of bracketed percentages included in this guide specification) before specifying products meeting EPA minimum recycled content.

Use of materials with recycled content, calculated on the basis of post-industrial and post-consumer percentage content, contributes to the following LEED credit: MR4. Coordinate with Section 01 33 29 LEED(tm) DOCUMENTATION. Designer must verify suitability, availability and adequate competition (including verification of bracketed percentages included in this guide specification) before specifying product recycled content requirements. Use second option if Contractor is choosing recycled content products in accordance with Section 01 33 29 LEED(tm) DOCUMENTATION. Army projects shall specify recycled content exceeding EPA requirements only if pursuing this LEED credit.

Cementitious materials in concrete mix shall be 20 to 50 percent non-portland cement pozzolanic materials [or slag]by weight. [Provide test data demonstrating compatibility and performance of concrete satisfactory to Contracting Officer.]

2.1.1.1 Cement

ASTM C150/C150M, Type I or II [III, for high early concrete] [or V] [low alkali]or ASTM C595/C595M, Type IS, IP, or P [MS] [MH] [mortar expansion] or ASTM C1157/C1157M [MS] [HS] [R].

NOTE: A maximum alkali content of 0.40% is more desirable and should be used where available. However, the availability of low alkali cement is

extremely limited and is not economically feasible
in most cases. Therefore the use of low alkali
cement is not required.

2.1.1.2 Fly Ash and Pozzolan

NOTE: Fly ash, pozzolan, and slag cement may
produce uneven discoloration of the concrete during
the early stages of construction, depending upon the
type of curing provided. Fly ash or pozzolan
meeting the specified test results, which are more
stringent than ASTM C618, should provide acceptable
end results.

ASTM C618, Type F, or N. Fly ash certificates shall include test results
in accordance with ASTM C618.

NOTE: A maximum calcium oxide content of 2% is more
desirable but not required.

2.1.1.3 Ultra Fine Fly Ash and Ultra Fine Pozzolan

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

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

2.1.1.4 Slag

ASTM C989/C989M, Slag Cement (formerly Ground Granulated Blast Furnace
Slag) Grade 100 or 120. Certificates shall include test results in
accordance with ASTM C989/C989M.

NOTE: GGBFS Grade 120 is more desirable but Grade
100 is allowed.

2.1.1.5 Supplementary Cementitious Materials (SCM) Content

The concrete mix shall always contain one of the SCMs listed in Table 1
within the range specified therein, whether or not the aggregates are found
to be reactive in accordance with the paragraph entitled, "Alkali Silica
Reactivity".

TABLE 1 SUPPLEMENTARY CEMENTITIOUS MATERIALS CONTENT		
Supplementary Cementitious Material	Minimum Content (percent)	Maximum Content (percent)
Class N Pozzolan and Class F Fly Ash		
SiO ₂ + Al ₂ O ₃ + Fe ₂ O ₃ > 70 percent	25	35
SiO ₂ + Al ₂ O ₃ + Fe ₂ O ₃ > 80 percent	20	35
SiO ₂ + Al ₂ O ₃ + Fe ₂ O ₃ > 90 percent	15	35
UFFA and UFP	7	16
GGBF Slag	40	50

2.1.1.2 Water

Water shall conform to ASTM C1602/C1602M. Hot water shall not be used unless approved by the Contracting Officer.

2.1.1.3 Aggregate

Coarse aggregate shall consist of crushed or uncrushed gravel, crushed stone, or a combination thereof. Aggregates, as delivered to the mixers, shall consist of clean, hard, uncoated particles. Coarse aggregate shall be washed. Washing shall be sufficient to remove dust and other coatings. Fine aggregate shall consist of natural sand, manufactured sand, or a combination of the two, and shall be composed of clean, hard, durable particles. Both coarse and fine aggregates shall meet the requirements of ASTM C33/C33M.

2.1.1.3.1 Alkali Reactivity Test

NOTE: While not wholly conclusive, petrographic examination (ASTM C295/C295M) and the Chemical Test Method (ASTM C28/C28M) are valuable indicators. However, chemical test results may not be correct for aggregates containing carbonates of calcium, magnesium or ferrous iron, such as calcite, dolomite, magnesite or siderite; or silicates of magnesium such as serpentine. The Concrete Prism Test (ASTM C1293) is also a valuable indicator. However, none of the methods above constitutes a substitute for the modified ASTM C1260.

NOTE: The most important rocks and mineral known to be deleteriously reactive with the alkalis in Portland cement are listed in ASTM C33 (and ASTM C294). However, this list is not inclusive, and particles having a glassy or micro-crystalline structure should be considered suspect. Reactive

aggregates are widespread in the United States, being especially common in the western half and southeastern portions. However, generalizations concerning area distribution of reactive aggregates should not be relied upon for important work. Contract documents for important concrete projects should include provisions for preventing such aggregate being used, if possible, or requiring their use exclusively with low-alkali cements, suitable blended cements, or pozzolanic admixtures as available and as required to avoid deleterious effects on the concrete.

Aggregates to be used in all concrete in projects over 4645 SM 50,000 SF in size shall be evaluated and tested by the Contractor for alkali-aggregate reactivity in accordance with ASTM C1260. The types of aggregates shall be evaluated in a combination which matches the contractors' proposed mix design (including Class F fly ash or GGBF slag), utilizing ASTM C1567. Test results of the combination shall have a measured expansion of less than 0.08 percent at 28 days. Should the test data indicate an expansion of greater than 0.08%, the aggregate(s) shall be rejected and the contractor shall submit new aggregate sources for retesting or may submit additional test results incorporating Lithium Nitrate for consideration.

ASTM C1567 shall be performed as follows to include one of the following options:

- a. Utilize the contractor's proposed low alkali Portland cement and Class F fly ash in combination for the test proportioning. The laboratory shall use the contractor's proposed percentage of cement and fly ash.
- b. Utilize the contractor's proposed low alkali Portland cement and ground granulated blast furnace (GGBF) slag in combination for the test proportioning. The laboratory shall use the contractor's proposed percentage of cement and GGBF.
- c. Utilize the contractor's proposed low alkali Portland cement and Class F fly ash and ground granulated blast furnace (GGBF) slag in combination for the test proportioning. The laboratory shall use the contractor's proposed percentage of cement, fly ash and GGBF.

NOTE: It is recommended that the various types of aggregates also be evaluated separately, in accordance with the original ASTM C1260, to ascertain the specific reactivity of each aggregate.

2.1.3.2 Fine Aggregates

ASTM C33/C33M.

2.1.3.3 Coarse Aggregates

NOTE: Use the maximum nominal size aggregate. No. 67 20 mm to No. 4.75 mm sieve 3/4 inch to No. 4 sieve or No. 57 25.0 mm to 4.75 mm sieve one inch to No.

4 sieve are typical. Use the largest aggregate size which will accommodate rebar spacing and form spacing as per ACI. Allow No. 467 37.5 mm to 4.75 mm 1 1/2 inch to No. 4 sieve when ACI clearance requirements are meet, especially for concrete slabs and pavements without rebar. Maximum aggregate size should not exceed:

1. 1/5 the dimension of nonreinforced members.
2. 3/4 the clear spacing between reinforcing bars or between reinforcing bars and forms.
3. 1/3 the depth of nonreinforced slabs on the ground.

ASTM C33/C33M.

2.1.1.4 Admixtures

ASTM C494/C494M: Type A, water reducing; Type B, retarding; Type C, accelerating; Type D, water-reducing and retarding; and Type E, water-reducing and accelerating admixture. Do not use calcium chloride admixtures. Where not shown or specified, the use of admixtures is subject to written approval of the Contracting Officer.

ASTM C260/C260M: Air-entraining.

2.1.1.5 Reinforcement

2.1.1.5.1 Dowel Bars

Bars shall conform to ASTM A615/A615M, [Grade 300] [Grade 420] [Grade 40] [Grade 60] for plain billet-steel bars of the size and length indicated. Remove all burrs and projections from the bars.

2.1.1.5.2 Coated Dowel Bars

Bars shall conform to ASTM A615/A615M, [Grade 300] [Grade 420] [Grade 40] [Grade 60] for plain billet-steel bars of the size and length indicated. Remove all burrs or projections from the dowel bars. Coating system shall conform to AWWA C215, Type 2. Coat the bars with a double coat system or an epoxy coating system for resistance to penetration of oil and salt solutions. The systems shall be in accordance with manufacturer's recommendation for coatings which are not bondable to concrete. Bond the coating to the dowel bar to resist laps or folds during movement of the joint. Coating thickness shall be 0.175 mm 7 mils minimum and 0.5 mm 20 mils maximum.

2.1.1.5.3 Tie Bars

Bars shall be billet or axle steel deformed bars and conform to ASTM A615/A615M or ASTM A966/A966M [Grade 300] [Grade 420] [Grade 40] [Grade 60]. [Epoxy coated in accordance with ASTM A775/A775M.]

[2.1.1.5.4 Reinforcement

Deformed steel bar mats shall conform to ASTM A184/A184M. Bar

reinforcement shall conform to [ASTM A615/A615M] [ASTM A966/A966M], [Grade 300] [Grade 420] [Grade 40] [Grade 60].

]2.1.6 Curing Materials

2.1.6.1 White-Burlap-Polyethylene Sheet

ASTM C171, 0.10 mm 0.004 inch thick white opaque polyethylene bonded to 0.31 kg per meter 10 oz/linear yard (1.0 meter) (40 inch) wide burlap.

2.1.6.2 Liquid Membrane-Forming Compound

ASTM C309, white pigmented, Type 2, Class B, free of paraffin or petroleum.

[2.1.6.3 Liquid Chemical Sealer-Hardener Compound

Compound shall be magnesium fluosilicate which when mixed with water seals and hardens the surface of the concrete. Do not use on exterior slabs exposed to freezing conditions. Compound shall not reduce the adhesion of resilient flooring, tile, paint, roofing, waterproofing, or other material applied to concrete.

]2.1.7 Joint Fillers and Sealants

Provide as specified in Section [32 01 19 FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS] [32 13 73 COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS]. [New joints shall match existing alignment.]

2.2 CONCRETE PAVEMENT

2.2.1 Joint Layout Drawings

If jointing requirements on the project drawings are not compatible with the contractor's placement sequence, the contractor shall submit a joint layout plan shop drawing to the Contracting Officer for approval. No work shall be allowed to start until the joint layout plan is approved. The joint layout plan shall indicate and describe in the detail the proposed jointing plan for contraction joints, expansion joints, and construction joints, in accordance with the following:

- a. Indicate locations of contraction joints, construction joints, and expansion joints. Spacing between contraction joints shall not exceed 4.5m 15 feet unless noted otherwise or approved by the Contracting Officer.
- b. The larger dimension of a panel shall not be greater than 125% of the smaller dimension.
- c. The minimum angle between two intersecting joints shall be 80 degrees, unless noted otherwise or approved by the Contracting Officer.
- d. Joints shall intersect pavement-free edges at a 90 degree angle the pavement edge and shall extend straight for a minimum of 450mm 1.5 feet from the pavement edge, where possible.
- e. Align joints of adjacent panels.
- f. Align joints in attached curbs with joints in pavement when possible.

- g. Ensure joint depth, widths, and dimensions are specified.
- h. Minimum contraction joint depth shall be 1/4 of the pavement thickness. The minimum joint width shall be 3mm 1/8 inch.
- i. Use expansion joints only where pavement abuts buildings, foundations, manholes, and other fixed objects.

2.2.2 Albedo

[Installed system shall have a minimum solar reflectance of 0.3. per ASTM C1549.] Installed system must meet the requirements of LEED heat island effect non-roof credit.

2.3 CONTRACTOR-FURNISHED MIX DESIGN

NOTE: The 3.79 MPa 550 psi flexural strength specified in paragraph entitled "Flexural Tests" is based on 4.48 MPa 650 psi flexural strength, 35 MPa 5,000 psi compressive strength, specified in paragraph entitled "CONTRACTOR-FURNISHED MIX DESIGN." If other flexural strength is specified in paragraph entitled "CONTRACTOR-FURNISHED MIX DESIGN," modify paragraph entitled "Flexural Tests." See Section 32 13 11 CONCRETE PAVEMENT FOR AIRFIELDS AND OTHER HEAVY-DUTY PAVEMENT for further information.

NOTE: This specification is based on a flexural strength basis. For small jobs 75 cubic meters or less 100 cubic yards or less, compressive strength may be used. In that case modify these paragraphs to reflect a compressive strength basis.

NOTE: Allowable Air Content: Select 5 percent air content for maximum aggregate size of 37.5 or 50 mm 1 1/2 or 2 inches, and 6 percent air content for maximum aggregate size for 19 or 25 mm 3/4 or one inch.

NOTE: Minimum Cement Factor: The cement required to produce concrete strength of 4.48 MPa 650 psi at 28 days is generally sufficient to provide durable concrete and resistance to surface abrasion. In localities of substandard aggregates or when concrete is machine finished without vibration or finished with hand tools, a minimum cement factor should be specified. Specifying a minimum cement factor will not necessarily provide the specified flexural strength and additional cement may be required. The actual amount of cement required to obtain the required strength is decided by the Contractor based on mix designs for local aggregates and type of equipment and methods to be used in the field production of the concrete. Select a minimum

cement factor to compensate for poor quality aggregates, seawater exposure, and for sites of difficult concrete placement conditions. Guidance for minimum cement contents for suitability, durability and workability of concrete is frequently given in the State Standard Specifications.

NOTE: Coordinate with Contracting Officer for mix design requirement to satisfy project albedo and permeability needs.

Contractor-furnished mix design concrete shall be designed in accordance with ACI 211.1 except as modified herein, and the mix design shall be as specified herein under paragraph entitled "Submittals." The concrete shall have a minimum flexural strength of [4.48] [_____]MPa [650] [_____] pounds per square inch at 28 days. The concrete may be air entrained. If air entrainment is used the air content shall be [5.0] [6.0]. Maximum size aggregate for slip forming shall be 38 mm 1.5 inches. The slump shall be 25 mm to 75 mm 1 to 3 inches (or less when slip form is used). For slipformed pavement, at the start of the project, select a maximum allowable slump which will produce in-place pavement meeting the specified tolerances for control of edge slump. The selected slump shall be applicable to both pilot and fill-in lanes.

If the cementitious material is not sufficient to produce concrete of the flexural strength required it shall be increased as necessary, without additional compensation under the contract. The cementitious factor shall be calculated using cement, Class F fly ash, and or GGBF slag. The mix shall use a SCM material by weight per Table 1 in "Supplementary Cementitious Materials (SCM) Content"

PART 3 EXECUTION

3.1 FORMS

3.1.1 Construction

Construct forms to be removable without damaging the concrete.

3.1.2 Coating

Before placing the concrete, coat the contact surfaces of forms [except existing pavement sections where bonding is required,] with a non-staining mineral oil, non-staining form coating compound, or two coats of nitro-cellulose lacquer. [When using existing pavement as a form, clean existing concrete and then coat with asphalt emulsion bondbreaker before concrete is placed.]

3.1.3 Grade and Alignment

Check and correct grade elevations and alignment of the forms immediately before placing the concrete.

3.2 REINFORCEMENT

3.2.1 Dowel Bars

NOTE: For projects which require dowel bars or
coated dowel bars, show location, size, and
tolerances on the drawings.

Install bars accurately aligned, vertically and horizontally, at indicated locations and to the dimensions and tolerances indicated. Before installation thoroughly grease the sliding portion of each dowel. Dowels must remain in position during concrete placement and curing.

3.2.2 Coated Dowel Bars

Install bars, accurately aligned vertically and horizontally, at indicated locations and to the dimensions and tolerances indicated. Reject coatings which are perforated, cracked or otherwise damaged. While handling avoid scuffing or gouging of the coatings.

3.2.3 Tie Bars

NOTE: When tie bars are required in the contract,
indicate location on drawings. Show bar size and
spacing required and method of support.

Install bars, accurately aligned horizontally and vertically, at indicated locations. [For slipform construction, insert bent tie bars by hand or other approved means.]

3.2.4 Setting Slab Reinforcement

NOTE: For contracts which require reinforcing
steel, specify the type, size and material of
reinforcement. Edit paragraph to specify method of
placement as appropriate for thickness of the
concrete.

Reinforcement shall be positioned on suitable chairs prior to concrete placement. At expansion, contraction and construction joints, place the reinforcement as indicated. Reinforcement, when placed in concrete, shall be free of mud, oil, scale or other foreign materials. Place reinforcement accurately and wire securely. The laps at splices shall be 300 mm 12 inches minimum and the distances from ends and sides of slabs and joints shall be as indicated.

3.3 MEASURING, MIXING, CONVEYING, AND PLACING CONCRETE

3.3.1 Measuring

ASTM C94/C94M.

3.3.2 Mixing

ASTM C94/C94M, except as modified herein. Begin mixing within 30 minutes after cement has been added to aggregates. When the air temperature is greater than 29.4 degrees C 85 degrees F, place concrete within 60 minutes. With the approval of the Contracting Officer, a hydration stabilizer admixture meeting the requirements of ASTM C494/C494M Type D, may be used to extend the placement time to 90 minutes. Additional water may be added to bring slump within required limits as specified in Section 11.7 of ASTM C94/C94M, provided that the specified water-cement ratio is not exceeded.

3.3.3 Conveying

ASTM C94/C94M.

3.3.4 Placing

Follow guidance of ACI 301, except as modified herein. Do not exceed a free vertical drop of 1.5 m 5 feet from the point of discharge. Deposit concrete either directly from the transporting equipment or by conveyor on to the pre-wetted subgrade or subbase, unless otherwise specified. Do not place concrete on frozen subgrade or subbase. Deposit the concrete between the forms to an approximately uniform height. Place concrete continuously at a uniform rate, with minimum amount of segregation, without damage to the grade and without unscheduled stops except for equipment failure or other emergencies. If this occurs within 3 m 10 feet of a previously placed expansion joint, remove concrete back to joint, repair any damage to grade, install a construction joint and continue placing concrete only after cause of the stop has been corrected.

3.3.5 Vibration

Immediately after spreading concrete, consolidate concrete with internal type vibrating equipment along the boundaries of all slabs regardless of slab thickness, and interior of all concrete slabs 150 mm 6 inches or more in thickness. Limit duration of vibration to that necessary to produce consolidation of concrete. Excessive vibration will not be permitted. Vibrators shall not be operated in concrete at one location for more than 15 seconds. At the option of the Contractor, vibrating equipment of a type approved by the Contracting Officer may be used to consolidate concrete in unreinforced pavement slabs less than 150 mm 6 inches thick.

3.3.5.1 Vibrating Equipment

Operate equipment, except hand-manipulated equipment, ahead of the finishing machine. Select the number of vibrating units and power of each unit to properly consolidate the concrete. Mount units on a frame that is capable of vertical movement and, when necessary, radial movement, so vibrators may be operated at any desired depth within the slab or be completely withdrawn from the concrete. Clear distance between frame-mounted vibrating units that have spuds that extend into the slab at intervals across the paving lane shall not exceed 750 mm 30 inches. Distance between end of vibrating tube and side form shall not exceed 50 mm 2 inches. For pavements less than 250 mm 10 inches thick, operate vibrators at mid-depth parallel with or at a slight angle to the subbase. For thicker pavements, angle vibrators toward the vertical, with vibrator tip preferably about 50 mm 2 inches from subbase, and top of vibrator a few mm inches below pavement surface. Vibrators may be pneumatic, gas driven,

or electric, and shall be operated at frequencies within the concrete of not less than 8,000 vibrations per minute. Amplitude of vibration shall be such that noticeable vibrations occur at 450 mm 1.5 foot radius when the vibrator is inserted in the concrete to the depth specified.

3.3.6 Cold Weather

NOTE: Calcium chloride accelerators should not be permitted for reinforced concrete and in concrete in contact with aluminum or other non-ferrous materials.

Except with authorization, do not place concrete when ambient temperature is below 5 degrees C 40 degrees F or when concrete is likely to be subjected to freezing temperatures within 24 hours. When authorized, when concrete is likely to be subjected to freezing within 24 hours after placing, heat concrete materials so that temperature of concrete when deposited is between 18 and 27 degrees C 65 and 80 degrees F. Methods of heating materials are subject to approval of the Contracting Officer. Do not heat mixing water above 74 degrees C 165 degrees F. Remove lumps of frozen material and ice from aggregates before placing aggregates in mixer. Follow practices found in ACI 306.1.

3.3.7 Hot Weather

Maintain required concrete temperature in accordance with Figure NRMCA NOMOGRAPH FOR ESTIMATING EVAPORATION RATE ON THE BASIS OF MENZEL FORMULA in ACI 305.1 to prevent evaporation rate from exceeding 0.98 kg of water per square meter 0.2 pound of water per square foot of exposed concrete per hour. Cool ingredients before mixing or use other suitable means to control concrete temperature and prevent rapid drying of newly placed concrete. After placement, use fog spray, apply monomolecular film, or use other suitable means to reduce the evaporation rate. Start curing when surface of fresh concrete is sufficiently hard to permit curing without damage. Cool underlying material by sprinkling lightly with water before placing concrete. Follow practices found in ACI 305.1.

3.4 PAVING

Pavement shall be constructed with paving and finishing equipment utilizing [fixed forms] [slipforms].

3.4.1 Consolidation

The paver vibrators shall be inserted into the concrete not closer to the underlying material than 50 mm 2 inches. The vibrators or any tamping units in front of the paver shall be automatically controlled so that they shall be stopped immediately as forward motion ceases. Excessive vibration shall not be permitted. Concrete in small, odd-shaped slabs or in locations inaccessible to the paver mounted vibration equipment shall be vibrated with a hand-operated immersion vibrator. Vibrators shall not be used to transport or spread the concrete.

3.4.2 Operation

When the paver is operated between or adjacent to previously constructed pavement (fill-in lanes), provisions shall be made to prevent damage to the previously constructed pavement, including keeping the existing pavement

surface free of any debris, and placing rubber mats beneath the paver tracks. Transversely oscillating screeds and extrusion plates shall overlap the existing pavement the minimum possible, but in no case more than 200 mm 8 inches.

3.4.3 Required Results

The paver-finisher shall be operated to produce a thoroughly consolidated slab throughout, true to line and grade within specified tolerances. The paver-finishing operation shall produce a surface finish free of irregularities, tears, voids of any kind, and any other discontinuities. It shall produce only a very minimum of paste at the surface. Multiple passes of the paver-finisher shall not be permitted. The equipment and its operation shall produce a finished surface requiring no hand finishing, other than the use of cutting straightedges, except in very infrequent instances. No water, other than true fog sprays (mist), shall be applied to the concrete surface during paving and finishing.

3.4.4 Fixed Form Paving

NOTE: Delete bracketed sentences on overlay pavements if not applicable.

Forms shall be steel, except that wood forms may be used for curves having a radius of 45 m 150 feet or less, and for fillets. Forms may be built up with metal or wood, added only to the base, to provide an increase in depth of not more than 25 percent. The base width of the form shall be not less than eight-tenths of the vertical height of the form, except that forms 200 mm 8 inches or less in vertical height shall have a base width not less than the vertical height of the form. Wood forms for curves and fillets shall be adequate in strength and rigidly braced. Forms shall be set on firm material cut true to grade so that each form section when placed will be firmly in contact with the underlying layer for its entire base. Forms shall not be set on blocks or on built-up spots of underlying material. [Forms for overlay pavements and for other locations where forms must be set on existing pavements shall be held securely in place with stakes or by other approved methods. Holes in existing pavements for form stakes shall be carefully drilled without cracking or spalling the existing pavement. Prior to setting forms for paving operations, the Contractor shall demonstrate the proposed form setting procedures at an approved location and shall not proceed further until the proposed method is approved.] Forms shall remain in place at least 12 hours after the concrete has been placed. Forms shall be removed without injuring the concrete.

3.4.5 Slipform Paving

NOTE: Retain slipform paving as an option unless the designer has specific, valid reasons for deleting it. Be sure all other paragraphs correlate with choice made here.

The slipform paver shall shape the concrete to the specified and indicated cross section in one pass, and shall finish the surface and edges so that only a very minimum amount of hand finishing is required. Dowels shall not be installed by dowel inserters attached to the paver or by any other means

of inserting the dowels into the plastic concrete. [If a keyway is required, a 0.45 to 0.55 mm 26 gauge thick metal keyway liner shall be installed as the keyway is extruded. [The keyway liner shall be protected and shall remain in place and become part of the joint.]]

3.4.6 Placing Reinforcing Steel

NOTE: Delete bracketed item if CRCP is not being constructed.

Reinforcement shall be positioned on suitable chairs securely fastened to the subgrade prior to concrete placement. [If reinforcing for Continuously Reinforced Concrete Pavement (CRCP) is required, the entire operating procedure and equipment proposed shall be submitted for approval at least 30 days prior to proposed start of paving.]

3.4.7 Placing Dowels and Tie Bars

NOTE: Delete references to slipform paving installation of dowels and tie bars if slipform paving is not allowed. Delete references to installation in contraction joints if not required. Delete bracketed references to tie bars, if tie bars are not used.

Dowels shall be installed with alignment not greater than 1 mm per 100 mm 1/8 inch per ft. Except as otherwise specified below, location of dowels shall be within a horizontal tolerance of plus or minus 15 mm 5/8 inch and a vertical tolerance of plus or minus 5 mm 3/16 inch. The portion of each dowel intended to move within the concrete or expansion cap shall be painted with one coat of rust inhibiting primer paint, and then oiled just prior to placement. [Dowels] [and tie bars] in joints shall be omitted when the center of the [dowel] [tie bar] is located within a horizontal distance from an intersecting joint equal to or less than one-fourth of the slab thickness.

3.4.7.1 Contraction Joints

[Dowels] [and] [tie bars] in longitudinal and transverse contraction joints within the paving lane shall be held securely in place by means of rigid metal basket assemblies. The [dowels] [and tie bars] shall be welded to the assembly or held firmly by mechanical locking arrangements that will prevent them from becoming distorted during paving operations. The basket assemblies shall be held securely in the proper location by means of suitable anchors.

3.4.7.2 Construction Joints-Fixed Form Paving

Installation of [dowels] [and tie bars] shall be by the bonded-in-place method, supported by means of devices fastened to the forms. Installation by removing and replacing in preformed holes will not be permitted.

3.4.7.3 Dowels Installed in Hardened Concrete

Installation shall be by bonding the dowels into holes drilled into the

hardened concrete. Holes approximately 3 mm 1/8 inch greater in diameter than the dowels shall be drilled into the hardened concrete. Dowels shall be bonded in the drilled holes using epoxy resin injected at the back of the hole before installing the dowel and extruded to the collar during insertion of the dowel so as to completely fill the void around the dowel. Application by buttering the dowel shall not be permitted. The dowels shall be held in alignment at the collar of the hole, after insertion and before the grout hardens, by means of a suitable metal or plastic collar fitted around the dowel. The vertical alignment of the dowels shall be checked by placing the straightedge on the surface of the pavement over the top of the dowel and measuring the vertical distance between the straightedge and the beginning and ending point of the exposed part of the dowel. [Where tie bars are required in longitudinal construction joints of slipform pavement, bent tie bars shall be installed at the paver, in front of the transverse screed or extrusion plate. If tie bars are required, a standard keyway shall be constructed, and the bent tie bars shall be inserted into the plastic concrete through a 0.45 to 0.55 mm 26 gauge thick metal keyway liner. Tie bars shall not be installed in preformed holes. The keyway liner shall be protected and shall remain in place and become part of the joint. Before placement of the adjoining paving lane, the tie bars shall be straightened, without spalling the concrete around the bar.]

3.4.7.4 Expansion Joints

NOTE: Delete this paragraph if not required.

Dowels in expansion joints shall be installed by the bonded-in-place method or by bonding into holes drilled in hardened concrete, using procedures specified above.

3.5 FINISHING CONCRETE

Start finishing operations immediately after placement of concrete. Use finishing machine, except hand finishing may be used in emergencies and for concrete slabs in inaccessible locations or of such shapes or sizes that machine finishing is impracticable. Finish pavement surface on both sides of a joint to the same grade. Finish formed joints from a securely supported transverse bridge. Provide hand finishing equipment for use at all times. Transverse and longitudinal surface tolerances shall be 6 mm in 3 m 1/4 inch in 10 feet.

3.5.1 Side Form Finishing

Strike off and screed concrete to the required [crown] [slope] and cross-section by a power-driven transverse finishing machine. Transverse rotating tube or pipe shall not be permitted unless approved by the Contracting Officer. Elevation of concrete shall be such that, when consolidated and finished, pavement surface will be adequately consolidated and at the required grade. Equip finishing machine with two screeds which are readily and accurately adjustable for changes in pavement [crown] [slope] and compensation for wear and other causes. Make as many passes over each area of pavement and at such intervals as necessary to give proper compaction, retention of coarse aggregate near the finished surface, and a surface of uniform texture, true to grade and [crown] [slope]. Do not permit excessive operation over an area, which will result in an excess of mortar and water being brought to the surface.

3.5.1.1 Equipment Operation

Maintain the travel of machine on the forms without lifting, wobbling, or other variation of the machine which tend to affect the precision of concrete finish. Keep the tops of the forms clean by a device attached to the machine. During the first pass of the finishing machine, maintain a uniform ridge of concrete ahead of the front screed for its entire length.

3.5.1.2 Joint Finish

Before concrete is hardened, correct edge slump of pavement, exclusive of edge rounding, in excess of 6 mm 0.02 foot. Finish concrete surface on each side of construction joints to the same plane, and correct deviations before newly placed concrete has hardened.

3.5.1.3 Hand Finishing

Strike-off and screed surface of concrete to elevations slightly above finish grade so that when concrete is consolidated and finished pavement surface is at the indicated elevation. Vibrate entire surface until required compaction and reduction of surface voids is secured with a strike-off template.

3.5.1.4 Longitudinal Floating

After initial finishing, further smooth and consolidate concrete by means of hand-operated longitudinal floats. Use floats that are not less than 3.65 m 12 feet long and 150 mm 6 inches wide and stiffened to prevent flexing and warping.

3.5.2 Texturing

NOTE: Designer must select type of texturing required by the using service, retain that subparagraph, and delete the others. If no guidance is given, the usual default method should be burlap drag. Edit bracketed sentence as appropriate.

NOTE: Select the type of texturing for roads. Climatic conditions must be considered for exposed concrete. When required, specify surfaces to receive brooming.

1. Specify wire brooming for non-skid concrete surface textures. Permit steel or new fiber brooms.

2. Specify broomed finish, if required in lieu of burlap drag finish. Broomed finish may cause excessive tire wear and is not recommended, except for special conditions in which light mechanical brooming may be desirable.

3. Additional information is published by American Concrete Paving Association (ACPA) in Technical Bulletins No. 6 (1969) and No. 19 (1975), Interim Recommendations for the Construction of

**Skid-Resistant Concrete Pavement and Guideline for
Texturing of Portland Cement Concrete Highway
Pavements, respectively.**

Before the surface sheen has disappeared and before the concrete hardens, the surface of the pavement shall be given a texture as described herein. Following initial texturing on the first day of placement, the Placing Foreman, Contracting Officer representative, and a representative of the Using Agency shall inspect the texturing for compliance with design requirements. After curing is complete, all textured surfaces shall be thoroughly power broomed to remove all debris. [Any type of transverse texturing shall produce grooves in straight lines across each lane within a tolerance of plus or minus 13 mm 1/2 inch of a true line.] The concrete in areas of recesses for tie-down anchors, lighting fixtures, and other outlets in the pavement shall be finished to provide a surface of the same texture as the surrounding area.

[3.5.2.1 Burlap Drag Finish

**NOTE: Choose this paragraph or the paragraph above,
or the paragraph below.**

Before concrete becomes non-plastic, finish the surface of the slab by dragging on the surface a strip of clean, wet burlap measuring from 0.91 to 3 m 3 to 10 feet long and 600 mm 2 feet wider than the width of the pavement. Select dimension of burlap drag so that at least 0.91 m 3 feet of the material is in contact with the pavement. Drag the surface so as to produce a finished surface with a fine granular or sandy texture without leaving disfiguring marks.

] [3.5.2.2 Brooming

**NOTE: Choose this paragraph or one of the two
paragraphs above.**

Finish the surface of the slab by brooming the surface with a new wire broom at least 450 mm 18 inches wide. Gently pull the broom over the surface of the pavement from edge to edge just before the concrete becomes non-plastic. Slightly overlap adjacent strokes of the broom. Broom perpendicular to centerline of pavement so that corrugations produced will be uniform in character and width, and not more than 2 mm 1/16 inch in depth. Broomed surface shall be free from porous spots, irregularities, depressions, and small pockets or rough spots such as may be caused by accidentally disturbing particles of coarse aggregate embedded near the surface.

] [3.5.2.3 Wire-Comb Texturing

Surface texture transverse to the pavement center line shall be applied using a mechanical wire comb drag. The comb shall be capable of traversing the full width of the pavement in a single pass at a uniform speed and with a uniform pressure. Successive passes of the comb shall be overlapped the minimum necessary to obtain a continuous and uniformly textured surface. The scores shall be 2 to 5 mm 1/16 to 3/16 inch deep, 1.5 to 3 mm 1/16 to

1/8 inch wide, and spaced 10 mm 3/8 inch apart.

] 3.5.2.4 Surface Grooving

The areas indicated on the drawings shall be grooved with a spring tine drag producing individual grooves 6 mm 1/4 inch deep and 6 mm 1/4 inch wide at a spacing between groove centerlines of 50 mm 2 inches. These grooves shall be cut perpendicular to the centerline. Before grooving begins, the concrete shall be allowed to stiffen sufficiently to prevent dislodging of aggregate. Grooves shall not be cut within 150 mm 6 inches of a transverse joint or crack.

] 3.5.3 Edging

At the time the concrete has attained a degree of hardness suitable for edging, carefully finish slab edges, including edges at formed joints, with an edge having a maximum radius of 3 mm one-eighth inch. [When brooming is specified for the final surface finish, edge transverse joints before starting brooming, then operate broom to obliterate as much as possible the mark left by the edging tool without disturbing the rounded corner left by the edger.] Clean by removing loose fragments and soupy mortar from corners or edges of slabs which have crumbled and areas which lack sufficient mortar for proper finishing. Refill voids solidly with a mixture of suitable proportions and consistency and refinish. Remove unnecessary tool marks and edges. Remaining edges shall be smooth and true to line.

3.5.4 Repair of Surface Defects

Follow guidance of ACI 301.

3.6 CURING AND PROTECTION

Protect concrete adequately from injurious action by sun, rain, flowing water, [frost,] mechanical injury, tire marks and oil stains, and do not allow it to dry out from the time it is placed until the expiration of the minimum curing periods specified herein. Use White-Burlap-Polyethylene Sheet or liquid membrane-forming compound, except as specified otherwise herein. Do not use membrane-forming compound on surfaces where its appearance would be objectionable, on surfaces to be painted, where coverings are to be bonded to concrete, or on concrete to which other concrete is to be bonded. Maintain temperature of air next to concrete above 5 degrees C 40 degrees F for the full curing periods.

3.6.1 White-Burlap-Polyethylene Sheet

Wet entire exposed surface thoroughly with a fine spray of water, saturate burlap but do not have excessive water dripping off the burlap and then cover concrete with White-Burlap-Polyethylene Sheet, burlap side down. Lay sheets directly on concrete surface and overlap 300 mm 12 inches. Make sheeting not less than 450 mm 18 inches wider than concrete surface to be cured, and weight down on the edges and over the transverse laps to form closed joints. Repair or replace sheets when damaged during curing. Check daily to assure burlap has not lost all moisture. If moisture evaporates, resaturate burlap and re-place on pavement (re-saturation and re-placing shall take no longer than 10 minutes per sheet). Leave sheeting on concrete surface to be cured for at least 7 days.

3.6.2 Liquid Membrane-Forming Compound Curing

Apply compound immediately after surface loses its water sheen and has a dull appearance and before joints are sawed. Agitate curing compound thoroughly by mechanical means during use and apply uniformly in a two-coat continuous operation by suitable power-spraying equipment. Total coverage for the two coats shall be at least 4 liters one gallon of undiluted compound per 20 square meters 200 square feet. Compound shall form a uniform, continuous, coherent film that will not check, crack, or peel and shall be free from pinholes or other imperfections. Apply an additional coat of compound immediately to areas where film is defective. Respray concrete surfaces that are subject to heavy rainfall within 3 hours after curing compound has been applied in the same manner.

3.6.2.1 Protection of Treated Surfaces

Keep concrete surfaces to which liquid membrane-forming compounds have been applied free from vehicular traffic and other sources of abrasion for not less than 72 hours. Foot traffic is allowed after 24 hours for inspection purposes. Maintain continuity of coating for entire curing period and repair damage to coating immediately.

[3.6.3 Liquid Chemical Sealer-Hardener

Apply sealer-hardener to interior floors not receiving floor covering and floors located under access flooring. Apply the sealer-hardener in accordance with manufacturer's recommendations. Seal or cover joints and openings in which joint sealant is to be applied as required by the joint sealant manufacturer. The sealer-hardener shall not be applied until the concrete has been moist cured and has aged for a minimum of 30 days. Apply a minimum of two coats of sealer-hardener.

] 3.7 FIELD QUALITY CONTROL

3.7.1 Sampling

The Contractor's approved laboratory shall collect samples of fresh concrete in accordance with ASTM C172/C172M during each working day as required to perform tests specified herein. Make test specimens in accordance with ASTM C31/C31M.

3.7.2 Consistency Tests

The Contractor's approved laboratory shall perform concrete slump tests in accordance with ASTM C143/C143M. Take samples for slump determination from concrete during placement. Perform tests at the beginning of a concrete placement operation and for each batch (minimum) or every 16 cubic meters 20 cubic yards (maximum) of concrete to ensure that specification requirements are met. In addition, perform tests each time test beams and cylinders are made.

3.7.3 Flexural Strength Tests

NOTE: This specification is based on a flexural strength basis. For small jobs compressive strength may be used. In that case modify these paragraphs to reflect a compressive strength basis.

The Contractor's approved laboratory shall test for flexural strength in accordance with ASTM C78/C78M. Make four test specimens for each set of tests. Test two specimens at [7][14] days, and the other two at [28] days. Concrete strength will be considered satisfactory when the minimum of the [28]-day test results equals or exceeds the specified [28]-day flexural strength, and no individual strength test is less than [3.79] [_____] MPa [550] [_____] pounds per square inch. If the ratio of the [7][28]-day strength test to the specified [28]-day strength is less than 65 percent, make necessary adjustments for conformance. Frequency of flexural tests on concrete beams shall be not less than four test beams for each 38 cubic meters 50 cubic yards of concrete, or fraction thereof, placed. Concrete which is determined to be defective, based on the strength acceptance criteria therein, shall be removed and replaced with acceptable concrete.

3.7.4 Air Content Tests

Test air-entrained concrete for air content at the same frequency as specified for slump tests. Determine percentage of air in accordance with ASTM C231/C231M on samples taken during placement of concrete in forms.

3.7.5 Surface Testing

NOTE: Drawings should clearly show all pavement joint intersection elevations, and specific required deviations from a plane surface for such special features as crowns, drainage inlets, etc.

Surface testing for surface smoothness [, edge slump] and plan grade shall be performed as indicated below by the Testing Laboratory. The measurements shall be properly referenced in accordance with paving lane identification and stationing, and a report given to the Government within 24 hours after measurement is made. A final report of surface testing, signed by a Registered Engineer, containing all surface measurements and a description of all actions taken to correct deficiencies, shall be provided to the Government upon conclusion of surface testing.

3.7.5.1 Surface Smoothness Requirements

Surface smoothness shall be measured every [_____] square meters square feet. The finished surfaces of the pavements shall have no abrupt change of 3 mm 1/8 inch or more, and all pavements shall be within the tolerances specified when checked with a 4 meter 12 foot straightedge: 5 mm 1/5 inch longitudinal and 6.5 mm 1/4 inch transverse directions for roads and streets and 6.5 mm 1/4 inch for both directions for other concrete surfaces, such as parking areas.

3.7.5.2 Surface Smoothness Testing Method

The surface of the pavement shall be tested with the straightedge to identify all surface irregularities exceeding the tolerances specified above. The straightedge shall be 3.6 meters 12 feet and be constructed of aluminum or other lightweight metal and shall have blades of box or box-girder cross section with flat bottom reinforced to ensure rigidity and accuracy. Straightedges shall have handles to facilitate movement on pavement. The entire area of the pavement shall be tested in both a longitudinal and a transverse direction on parallel lines approximately 4.5

m 15 feet apart. The straightedge shall be held in contact with the surface and moved ahead one-half the length of the straightedge for each successive measurement. The amount of surface irregularity shall be determined by placing the straightedge on the pavement surface and allowing it to rest upon the two highest spots covered by its length and measuring the maximum gap between the straightedge and the pavement surface, in the area between these two high points.

3.7.6 Plan Grade Testing and Conformance

The surfaces shall vary not more than 18 mm 0.06 foot above or below the plan grade line or elevation indicated. Each pavement category shall be checked by the Contractor for conformance with plan grade requirements by running lines of levels at intervals to determine the elevation at each joint intersection.

3.7.7 Test for Pavement Thickness

Full depth cores of 102 millimeter 4 inch diameter shall be taken of concrete pavement every [_____] square meters square feet to measure thickness.

3.7.8 Reinforcement

Inspect reinforcement prior to installation to assure it is free of loose flaky rust, loose scale, oil, mud, or other objectionable material.

3.7.9 Dowels

Inspect dowel placement prior to placing concrete to assure that dowels are of the size indicated, and are spaced, aligned and painted and oiled as specified. Dowels shall not deviate from vertical or horizontal alignment after concrete has been placed by more than 3 mm per 300 mm 1/8 inch per foot.

NOTE: Suggestions for improvement of this specification will be welcomed using the Navy "Change Request Forms" subdirectory located in SPECSINTACT in Jobs or Masters under "Forms/Documents" directory or DD Form 1426. Suggestions should be forwarded to:

Commander
Naval Facilities Engineering Command
Engineering Criteria Office, Code CI1
6506 Hampton Blvd.
Norfolk, VA 23508-1278

3.8 WASTE MANAGEMENT

NOTE: Diverting waste from the landfill contributes to the following LEED credit: MR2. Coordinate with Section 01 33 29 LEED(tm) DOCUMENTATION. Designer shall verify that items are able to be disposed of as specified.

In accordance with the Waste Management Plan.[Protect excess material from contamination and return to manufacturer, or reuse on-site for walkways, patching, ditch beds, speed bumps, or curbs.]

-- End of Section --