ITEM 360

CONCRETE PAVEMENT

360.1 Description. This Item shall govern for a pavement of portland cement concrete with reinforcement. The pavement shall be as shown on the drawings, and may or may not include monolithic curbs. The pavement includes any driveways that are included in the project bid.

The pavement shall be constructed as herein specified on the prepared subgrade or other base course in conformity with the thickness and typical cross-sections shown on the drawings, and to the lines and grades established by the Engineer. All materials shall be provided from an approved Texas Department of Transportation (TxDOT) supplier and it shall be the responsibility of the Contractor to provide certification that such approval has been met. In addition, other tests or approvals may be required at the discretion of the Engineer.

360.2 Materials. Harris County’s standard mix design shall contain minimum 5-1/2 sacks (94 pounds per sack) of cementitious material (including fly ash as necessary) per cubic yard and achieve a minimum compressive strength of 3,000 psi at 28 days.

The use of fly ash is acceptable and when used, the mix design shall contain 5-1/2 sacks of cementitious material per cubic yard with a fly ash content of not more than 25 percent by weight, and will achieve a minimum compressive strength of 3,000 psi at 28 days. It is recommended that the percent of fly ash by weight be reduced to a maximum of 20 percent during cold weather concreting (average ambient temperature, over a 24 hour period after placement, less than 50° F). Fly ash shall be Class C or Class F, conforming to the requirements of ASTM C618 “Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use in Concrete.” Fly ash shall have a minimum combined Oxide content of 50 percent for Class C or 70 percent for Class F. Do not use Class C fly ash in sulfate-resistant (Type II cement) concrete.

“High Early Strength Concrete” shall contain 7 sacks of portland cement (only) per cubic yard and may be produced from either Type I, Type II, or Type III portland cement with other chemical admixtures.

Concrete Components:

Concrete shall be composed of portland cement, fly ash (if required), water, chemical admixtures and coarse and fine aggregates, as outlined below:
A. Portland cement shall meet the requirements of ASTM C150 "Standard Specification for Portland Cement." Unless otherwise permitted or required, cement shall be Type I, Type II, or Type III.

B. Fly Ash for concrete pavement (if applicable) shall meet the requirements of TxDOT's DMS-4610, "Fly Ash.” Fly ash is not allowed for use in High Early Strength Concrete.

C. Mixing water for concrete shall conform to the requirements of ASTM C1602 "Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete.”

D. Chemical admixtures shall conform to the following specifications:

1. Air-entraining admixtures shall conform to the requirements of ASTM C260 "Standard Specification for Air-Entraining Admixtures for Concrete”

2. Chemical admixtures shall conform to the requirements of ASTM C494 "Standard Specification for Chemical Admixtures for Concrete.”

E. Aggregates shall conform to ASTM C33 "Standard Specification for Concrete Aggregates.”

Coarse aggregate shall consist of durable particles of gravel, crushed stone, or combinations thereof, free from frozen material or injurious amounts of salt, alkali, vegetative matter, or other objectionable material either free or as an adherent coating, and its quality shall be reasonably uniform throughout. It shall contain no more than 0.25 percent by weight of clay lumps and not more than 1.0 percent by weight of laminated and/or friable particles. When tested by ASTM C136 “Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates” and C117 “Standard Test Method for Minerals Finer than 75-µm (No. 200) Sieve in Mineral Aggregates by Washing”, it shall meet the following grading requirements:

<table>
<thead>
<tr>
<th>TABLE 1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COARSE AGGREGATE GRADATION</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SIEVE SIZE</th>
<th>% RETAINED, BY WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-3/4 Inch</td>
<td>0</td>
</tr>
<tr>
<td>1-1/2 Inch</td>
<td>0 – 5</td>
</tr>
</tbody>
</table>
The loss by decantation shall be a maximum of 1 percent.

F. Fine aggregate shall consist of clean, hard, durable and uncoated particles of natural or manufactured sand or a combination thereof, with or without mineral filler. It shall be free from frozen material, or injurious amounts of salt, alkali, vegetative matter or other objectionable material and it shall not contain more than 0.5 percent, by weight, of clay lumps. When subjected to the color test for organic impurities, ASTM C40 “Standard Test Method for Organic Impurities in Fine Aggregates for Concrete”, the fine aggregate shall show a color not darker than the standard.

Unless otherwise specified, fine aggregate shall meet the following grading requirements:

**TABLE 2**

**FINE AGGREGATE GRADATION**

<table>
<thead>
<tr>
<th>SIEVE SIZE</th>
<th>% RETAINED BY WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8 Inch</td>
<td>0</td>
</tr>
<tr>
<td>No. 4</td>
<td>0 – 5</td>
</tr>
<tr>
<td>No. 8</td>
<td>0 – 20</td>
</tr>
<tr>
<td>No. 16</td>
<td>15 – 50</td>
</tr>
<tr>
<td>No. 30</td>
<td>35 – 75</td>
</tr>
<tr>
<td>No. 50</td>
<td>65 – 90</td>
</tr>
<tr>
<td>No. 100</td>
<td>90 – 100</td>
</tr>
<tr>
<td>No. 200</td>
<td>97 – 100</td>
</tr>
</tbody>
</table>

Fine aggregate shall be subjected to ASTM D2419 “Standard Test Method for Sand Equivalent Value of Soils and Fine Aggregate”. The sand equivalent shall be not less than 80.

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

Reinforcing Steel:
Unless otherwise designated on the drawings, or herein, all bar reinforcement shall be deformed and shall conform to ASTM A615 "Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement”, Grade 60, open hearth, basic oxygen or electric furnace new billet steel. The use of Grade 40 is permissible for bars that must be bent. The use of prefabricated deformed steel bar mats, conforming to ASTM A184 "Standard Specification for Welded Deformed Steel Bar Mats for Concrete Reinforcement", is not permitted.

Tie bars (including L-bars) shall be the same spacing and diameter as the transverse or longitudinal bars (as the case may be), and shall be tied to the transverse or longitudinal reinforcing steel being used in the pavement. Tie bars shall be a minimum of 30 inches in length. Type III adhesives meeting the requirements of TxDOT Material Specification DMS-6100 "Epoxies and Adhesives" shall be used for installing drilled-in reinforcing steel and dowels, into the existing concrete pavements.

Expansion Joints:

Boards for expansion joint filler shall be 3/4 inch finished thickness. The material for the boards shall consist of “All Heart Merchantable Redwood” or composite material as approved by the Engineer. The joint filler shall meet the testing requirements of ASTM D545 “Standard Test Methods for Preformed Expansion Joint Fillers for Concrete Construction (Non-extruding and Resilient Types).”

If the joint filler used is a bituminous composite, it shall meet the requirements of ASTM D1751 “Standard Specification for Preformed Expansion Joint Filler for Concrete Paving and Structural Construction (Non-extruding and Resilient Bituminous Types).”

Joint sealant shall meet the requirements of ASTM D6690 “Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements”, Type II or III. Joint sealant for expansion joints shall be installed 1/4 inch below the top of pavement elevation. Prefabricated expansion joints may be used with approval by the Engineer.

Load transmission devices shall consist of an 18 inch smooth dowel placed as shown on the Standard Civil Drawing. The dowel size varies with pavement thickness as shown on the Concrete Pavement Details of the Harris County Standard Civil Drawings. Dowels may be sheared or saw cut to the desired length.

Storage of Materials. Cement shall be stored in well ventilated weathertight buildings, bins, or silos which shall exclude moisture and contaminants.
Aggregate stockpiles shall be arranged and used in such a manner as to avoid contamination, with other materials or with other sizes of like aggregates. To ensure that this condition is met, any test for determining conformance to requirements for cleanliness and grading shall be performed on samples secured in accordance with ASTM D75 “Standard Practice for Sampling Aggregates.” Frozen or partially frozen aggregates shall not be used. Unless otherwise authorized by the Engineer, all aggregate shall be stockpiled at least 24 hours prior to use, to reduce free moisture content.

Chemical admixtures shall be stored in such a manner as to avoid contamination, evaporation, or damage. For those used in the form of suspensions or non-stable solutions, agitating equipment shall be provided to assure thorough distribution of the ingredients. Liquid admixtures shall be protected from freezing and from temperature changes which would adversely affect their characteristics.

360.4 Proportioning of Concrete. Concrete for all parts of the work shall be of the specified quality, capable of being placed without excessive segregation and, when hardened, shall develop all characteristics required by this Item and the contract documents.

The specified compressive strength of the concrete, for each portion of the structure, shall be as designated in the contract documents. Strength requirements shall be based on the 28 day and 7 day compressive strength, respectively.

360.5 Concrete Classification. Concrete shall be classified as shown in Table 3 of Item 421 “Structural Concrete”.

360.6 Selection of Proportions. Proportions of materials for concrete shall be established to provide:

A. Workability and consistency to permit concrete to be worked readily into forms and around reinforcement under conditions of placement to be employed without segregation or excessive bleeding.

B. Strength requirements in accordance with Table 3 of Item 421.

C. Resistance to special exposure as required by the Engineer and as specified in the contract documents or in Special Provisions.

Unless otherwise permitted, the concrete mix design shall be proportioned to provide a slump between 1 and 6 inches. A slump range of 1 to 3-1/2 inches shall be used for concrete placed with a slip form paver, while
vibrated concrete shall have a slump range of 2-1/2 to 6 inches, when tested in accordance with ASTM C143 "Standard Test Method for Slump of Hydraulic-Cement Concrete." A slump test will be made for each sample of concrete obtained, or when slumps appear to be outside specification requirements. The allowable air content for moderate exposure is:

<table>
<thead>
<tr>
<th>AGGREGATE SIZE</th>
<th>% AIR CONTENT</th>
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</thead>
<tbody>
<tr>
<td>1-1/2 Inch</td>
<td>2.5 - 4.5</td>
</tr>
<tr>
<td>3/4 Inch</td>
<td>3.5 – 5.0</td>
</tr>
</tbody>
</table>

The Engineer may reject any concrete shown to be outside of these requirements.

All concrete pavement shall have a minimum design compressive strength of 3,000 psi at 28 days. A minimum of 4 test cylinders shall be made for each 150 cubic yards, or portion thereof, placed each day. Samples shall be taken in accordance with ASTM C172 “Standard Practice for Sampling Freshly Mixed Concrete” and molded and cured in accordance with ASTM C31 "Standard Practice for Making and Curing Concrete Test Specimens in the Field."

All test specimens shall be prepared in accordance with ASTM C617 “Standard Practice for Capping Cylindrical Concrete Specimens” and tested in accordance with ASTM C39 “Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens.” Two specimens shall be tested at 7 days and two specimens shall be tested at 28 days. The acceptance test results shall be the average of the two specimens tested for each age interval. If one specimen in a test age indicates evidence of improper sampling, handling, molding or testing, it shall be discarded and the strength of the remaining specimen shall be considered the test result. Should both specimens in a test interval show any of the aforementioned defects, the Engineer may request that cores be taken in the affected area.

Additional test specimens may be required due to concrete placing conditions and due to use of high early strength concrete. No extra compensation shall be allowed for materials and work involved in fulfilling these requirements.

360.7 Equipment. All equipment necessary for the construction of concrete pavement shall be on the job and shall have been approved by the Engineer as to condition, before the Contractor will be permitted to begin construction operations on which the equipment is to be used.
Side forms shall be of metal of approved cross-section. The preferred depth of the form shall be equal to the required edge thickness of the pavement. Forms with depths less than the required edge thickness of the pavement will be permitted, provided the difference between the form depth and the edge thickness is not greater than 1 inch, and further provided that forms of a depth, less than the pavement edge are brought to the required edge thickness by securely attaching wood or metal strips, of approved section, to the bottom of the form, or by grouting under the form.

The 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 100 foot radius or less. Forms shall be of 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, the impact and vibration of the finishing machine. The forms shall be free from warp, bends or kinks and shall be sufficiently true to provide a reasonably straight edge on the concrete. The top of each form section, when tested with a straight edge, shall conform to the requirements specified for the surface of the completed pavement. Sufficient forms shall be provided for satisfactory prosecution of the work.

A minimum of two hand vibrators is required at the jobsite when placing concrete. A hand vibrator shall be used around all load transfer devices and intersections where screeds or slip form pavers cannot be operated.

Pavement shall be finished by machine, except as hereinafter provided. Placement shall be the Contractor’s responsibility and shall be based upon equipment sequences utilized in accordance with the recommendations and practices of ACI 304R “Guide for Measuring, Mixing, Transporting, and Placing Concrete”, and with the approval of the Engineer.

The Contractor shall furnish and maintain at least two standard 10 foot steel or aluminum straight edges.

Where applicable, the Contractor shall furnish a sufficient number of bridges equipped to ride on the forms and span the pavement for finishing operations and for the installation and finishing of joints and center strips. All necessary finishing and edging tools shall be furnished as may be required to complete the pavement in accordance with the drawings.

360.8 Slip Form Paver. Slip form pavers are allowed by Harris County.
Subgrade and Forms. The subgrade shall be prepared as required by the applicable subgrade specification items. Rolling and sprinkling shall be performed as necessary, or as directed. The roadbed shall be completed to the elevation as required on the typical sections shown on construction drawings. Drainage of the roadbed shall be maintained at all times.

The subgrade shall be finished to the exact section of the bottom of the pavement as shown on plans. The subgrade shall be maintained in a smooth, compacted condition, in conformity with the required section and established grade until the pavement is placed, and shall be kept thoroughly wetted down sufficiently in advance of placing any pavement to insure its being in a firm and moist condition for at least 2 inches below the prepared surface. No equipment or hauling shall be permitted on the prepared subgrade, except on special permission of the Engineer, which will be granted only in exceptional cases and only where a suitable protection in the form of two-ply timber mats or other approved material is provided.

The subgrade under the forms shall be firm and cut true to grade so that each form section when placed will be firmly in contact for its whole length and base width, and exactly at the established grade. Any subgrade under the forms below established grade shall be corrected, using suitable material, placed, sprinkled and rolled as directed. Forms shall be staked with at least 3 pins for each 10 foot section. A pin shall be placed at each side of every joint. Form sections shall be tightly joined and keyed to prevent relative displacement. Forms shall be cleaned and oiled each time they are used.

Sufficient subgrade shall be prepared far enough in advance of concrete placement to allow a minimum of 300 feet of forms to be set in place in advance of concrete placement at all times (with exception of intersections, etc.) or as approved by the Engineer. Conformity of the grade and alignment of forms shall be checked immediately prior to placing concrete and all necessary corrections made by the Contractor. Where any form has been disturbed or any subgrade has become unstable, the forms shall be reset and rechecked. In exceptional cases, the Engineer may require suitable stakes driven to the grade of the bottom of the forms to afford additional support. Sufficient stability of forms to support the equipment operated thereon and to withstand its vibration without springing or settlement shall be required. If forms settle over 1/8 inch under finishing operation, paving operations shall be stopped and the forms shall be reset to line and grade.

Forms shall remain in place for a minimum of 8 hours after the concrete has been placed. They shall be carefully removed so that there is little or no damage done to the edge of the pavement. Any damage resulting
from this operation shall be immediately repaired. After the forms have been removed, the ends of all joints shall be cleaned, and any honeycombed areas pointed up with an approved mortar.

Immediately after pointing is complete, the form trench shall be filled with earth from the shoulders in such manner as to shed water from rainfall or curing away from the edge of the pavement. On completion of the required curing, the subgrade or shoulders adjacent to the pavement shall be placed in condition to maintain drainage.

360.10 Reinforcing Steel and Joint Assemblies. All reinforcing steel, tie bars, load transmission units and splices used in accordance with plan provisions meeting the requirements of Item 440 “Reinforcing Steel”, shall be accurately placed and secured in position in accordance with the details shown on drawings.

Reinforcing bars shall be secured at all splices and at alternating intersections. The tie bars shall be installed in required position by the method and device shown on drawings, or by approved method and device equivalent thereto. Bar coatings required by plans, and of material specified, shall be completed and the bars and coating shall be free of rust, dirt or other foreign matter at the time of installation in the concrete. Reinforcing bars shall be supported on bar chairs or other approved devices placed on maximum 36 inches center each way, and placed so that the reinforcing bar is located at the centerline of the concrete.

Where plans require an assembly of parts at pavement joints, the assembly shall be completed, placed at required location and elevation, and all parts rigidly secured in required position as shown on plans, or by approved method and devices equivalent thereto. Dowel bars shall be accurately installed in joint assemblies in accordance with drawings, each parallel to the pavement, and shall be rigidly secured in required position by such means (as shown on plans, or approved equivalent thereto) that will prevent displacement of the dowels during placing and finishing of the concrete. The assembled units comprising the load transmission devices shall be accurately installed in joint assemblies in accordance with plans. Each unit shall be vertical with its length perpendicular to the centerline of the pavement, and all units shall be rigidly secured in required position by such means (as shown on drawings, or approved equivalent thereof) that will prevent displacement of the expansion joint during placing and finishing of the concrete. Joint filler shall be accurately notched to receive each load transmission unit. All load transmission units shall be free of rust and clean when installed in the concrete.

360.11 Concrete Placing. Except by specific written authorization of the Engineer, concrete shall not be placed when the ambient temperature is
below 40°F and falling. Concrete may be placed when the ambient temperature is above 35°F and rising, the ambient temperature being taken in the shade and away from artificial heat.

The Contractor shall have available a sufficient supply of approved cotton mats, polyethylene sheeting or other approved covering materials to immediately protect concrete if the air temperature falls to 32°F, or below, if the concrete has been in place for less than 4 hours. Such protection shall remain in place during the period the temperature continues 32°F or below, or for a period of not more than 5 days. Neither salt nor other chemical admixtures shall be added to the concrete to prevent freezing. The Contractor shall be responsible for the quality and strength of concrete under cold weather conditions and any concrete damaged by freezing shall be removed and replaced at the Contractor’s expense.

When the concrete reaches a temperature of 85°F, retarders shall be introduced into the mixture.

If the concrete temperature continues to rise and reaches 95°F, a plasticizer shall be introduced into the mixture. Above 95°F, ice may be used to control temperature, in lieu of a plasticizer.

For concrete between temperatures of 85°F through 95°F, the slump shall be as specified in this Item. For concrete with temperatures between 95-100°F, slumps shall be as specified by the Engineer. The temperature of the concrete shall at no time exceed 100°F. Once concrete has reached a temperature above 100°F, it shall be rejected.

The amount of retarder or plasticizer, introduced into a mixture, shall be in accordance with the manufacturer’s recommendations. See Section 360.2, Materials, for requirements of admixtures.

No concrete shall be used if:

A. the concrete has developed initial set, or

B. the concrete has not been placed within 1-1/2 hours after the initial water has been added.

Pouring concrete during inclement weather, which would adversely affect the quality and/or finish of the concrete pavement does not relieve the Contractor of his responsibility to provide a pavement that complies with the Item.

360.12 Joints. All transverse and longitudinal joints in the pavement shall be at the locations and of the type shown on the drawings.
Expansion Joints:

Transverse expansion joints shall be formed perpendicular to the centerline and surface of the pavement, and shall be constructed in accordance with the drawings.

The seal space shall be created by either of the following methods:

A. Seal Space Form (aka Rip Strip) After the transverse finishing machine and before the longitudinal finishing machine has passed over the joint, the Contractor shall test the joint assembly for correctness of position and make any required adjustment in position of the joint assembly. After removal of the seal space form, the seal space above the joint assembly shall be thoroughly cleaned and the concrete faces of the seal space shall be left true to line and section throughout the entire length of the joint.

B. Other method as approved by the Engineer.

On completion of curing of the pavement, the expansion joint sealant of the type specified shall be placed in accordance with drawings. The faces of the seal space shall be washed and cleaned and surface-dry at the time sealant is placed. On completion of sealing, the pavement surface (adjacent to the joint) shall be left free of sealing material.

Sawcut Joints: - Transverse Contraction and Longitudinal

All contraction joints (transverse or longitudinal) that are not at the edge or end of a pour shall be saw cut. Metal or fiber “rip” strips placed in the uncured concrete will not be permitted. Where sawed joints are required, they shall be sawed as soon as sawing can be accomplished, without damage to the pavement, and as directed by the Engineer. Once sawing has commenced, it shall be continued until completed. The saw cut shall be made with one pass of the concrete saw. Sawing must be accomplished even in rain or cold weather. All sawing must be completed within 24 hours of the concrete pavement placement. Within 24 hours of completing the concrete pour, all sawcut joints shall be sawed and washed of all residue. Should the sawing for any day’s placement fail to be completed within 48 hours; the following concrete placement shall be limited to the amount that was sawed on time. The limitation shall continue until the sawing crew demonstrates it can handle a larger volume of sawing.

The sawed cut shall be a minimum of 1/4 inch width and have a depth of one-fourth the thickness of the pavement. After sawcutting, the joint shall
be sealed with joint sealer, in accordance with the instructions supplied by the manufacturer of the joint sealant. Sealant shall fill the joint from bottom to 1/4 inch below concrete surface. Use of backer rods in sawcut joints is prohibited.

Unless otherwise specified, transverse sawed control joints shall be constructed at 20 foot intervals measured along the centerline of the pavement section, or as directed by the Engineer.

Longitudinal Construction Joints:

When constructing a longitudinal construction joint, all applicable provisions of Section 360.7 shall apply in addition to the following requirements:

The face of the bulkhead at the joint shall be grooved or recessed as necessary to provide the required spaces for the top and bottom breaker strips as shown on plans. The bulkhead shall be either drilled or notched to receive the tie bars. Tie bars shall be secured in required position by use of adequate transverse bracing and vertical supports meeting the approval of the Engineer.

360.13 Terminating Concrete Placement:

Normal Terminating Procedures. Concrete placement shall be terminated at an expansion joint or a transverse construction joint that is coincidental with a location of a proposed contraction joint.

When the concrete placement is terminated at an expansion joint or a transverse construction joint, the complete joint assembly shall be installed and rigidly secured in the required position as shown on the plans.

A bulkhead of sufficient cross-sectional area to:

A. prevent deflection and

B. accommodate the dowels

shall be provided. The bulkhead shall be shaped accurately to the cross-section of the pavement and installed as a back-up for the expansion joint header or transverse construction joint header and rigidly secured in the required position to permit accurate finishing of the concrete up to the joint.
After the concrete has been finished to the joint, formation of the joint seal space and finishing of the joint shall be executed as specified herein and in accordance with plan requirements. The back-up bulkhead shall remain in place until immediately prior to the time when concrete placement is resumed. It shall then be carefully removed in such manner that no element of the joint assembly will be disturbed. The exposed portions of the joint assembly shall be free of adherent concrete, dirt or other material.

Unscheduled Terminating Procedures. When concrete placement must be terminated at a location other than an expansion joint or transverse construction joint, all applicable provisions of Section 360.7 shall apply, in addition to the following requirements:

A bulkhead shall be installed as a vertical form to pour the concrete against. The bulkhead adjoining the pavement end shall consist of upper and lower panels, with a gap of approximately two inches between, through which the reinforcing steel mat extends. During the concrete pouring process, some concrete will extrude through the gap, which is to be left in place to create a roughly formed “keyway” into the subsequent pour section.

Concrete shall be placed and finished to this bulkhead. Any concrete that falls onto the subgrade ahead of the bulkhead shall be removed and disposed of as directed. The seam created by a construction joint of this type shall have a saw-cut seal space and shall be sealed as required for construction joints.

360.14 Finishing. All finishing shall be in accordance with ACI 325.6R “Texturing Concrete Pavements”.

The Engineer shall approve the straightedge. The surface of the concrete shall not vary from the straightedge by more than 1/16 inch per foot from the nearest point of contact, and in no case shall the maximum deviation from a ten foot straightedge to the pavement be greater than 1/8 inch. Any high spots causing a departure from the straightedge in excess of that specified shall be ground down by the Contractor to meet the surface test requirements, when required by the Engineer.

360.15 Curing. The Contractor shall prevent surface drying of the pavement before application of curing system by means that may include water fogging, use of wind screens or the use of evaporation retardants. He shall provide for protection of freshly laid concrete against pitting and washing from rain, by placement of canvas and/or waterproof covering material to protect all placed concrete. The covering material is required to be on the jobsite at the time and place of pouring.
The curing system may be:

A. Liquid Membrane. Liquid membrane curing shall be used as per Item 526 “Membrane Curing”.

B. Additional Curing Methods. Other methods meeting the requirements of ACI 308R “Standard Practice for Curing Concrete” must be submitted by the Contractor in writing prior to concrete placement and approved by the Engineer.

360.16 Protection of Pavement and Opening to Traffic. The Contractor shall erect and maintain the barricades required by the plans, and such other barricades and approved devices necessary to exclude public traffic and traffic of his employees and agents from the newly placed pavement for the periods of time hereinafter prescribed. Portions of the roadway, or crossings of the roadbed required to be maintained open for use by traffic, shall not be obstructed by the above required barricades. Crossings of the pavement required by plans, or by construction sequence, during the period prior to opening to traffic as herein specified, shall be provided with an adequate and substantial bridge, approved by the Engineer.

Cracked pavement shall be cored by Harris County any time after the 28 day cure time is complete. The location of these cores shall be selected by the Engineer. Pavement that has developed full depth cracks (greater than t/4 inch depth, where t = thickness of pavement) may, at the County’s option, be left in place and repaired by the epoxy injection method. Otherwise the cracked pavement shall be removed and replaced. There shall be no additional payment for repairs or replacement. Basis of removal for cracked pavement shall be determined by the engineer and the extent of this pavement removal shall be based on the crack pattern and number of cracks in each panel. If the cracks are wide spread (vertically or horizontally) or close to expansion joint or control joint, and over a large area of 12 foot wide panel, then entire panel shall be removed and replaced as determined by the Engineer.

Surface cracks t/4 inches and less in depth may be repaired by the epoxy injection method at no cost to the County.

Prior to epoxy injection, the Contractor shall submit to the County for approval, the injection method to be used. The Contractor shall furnish a minimum of 2 year warranty when utilizing the epoxy injection method.

New pavement sections shall be closed to all traffic, both PUBLIC and CONSTRUCTION, until the concrete has attained a compressive strength of 2,700 psi. If the Contractor or the County desires to open the new
pavement section to traffic early, an additional set of test cylinders must be requested for an early test. If the early test indicates that the minimum compressive strength requirement has been met, and if all other requirements of this Item have been met, the pavement section can be opened to traffic. If the Contractor requests the early test, the Contractor will pay the cost. If the County requests the early test, the County will pay the cost. Such opening of a new pavement section, to PUBLIC or CONSTRUCTION traffic, shall in no manner relieve the Contractor from his responsibility of the work.

On those sections of pavement to be opened to PUBLIC traffic, the pavement shall be thoroughly cleaned, stable material shall be placed, graded, and compacted against the pavement edge or curb unless otherwise specified. Joints shall be sealed and cured, and all required traffic control work shall be performed for the safety of the traffic.

The Engineer may require the opening of pavement to traffic prior to the minimum strength specified above under conditions of emergency, which in his opinion, require such action in the interest of the public. In no case shall the Engineer order opening of the pavement to traffic within less than 72 hours after the last concrete in the sections is placed unless an approved high early strength concrete was used. The Contractor shall remove any curing mats, place earth against the pavement edges, and perform other work involved in providing for the safety of traffic as required by the Engineer in ordering emergency opening. Orders for emergency opening of the pavement to traffic will be issued by the Engineer in writing.

360.17 Backfilling Behind Curbs and in Medians and Directional Islands. The Contractor is required to backfill behind all curbs and within medians and directional islands, after completion of the paving operation. The backfill material shall be on-site material having the prior approval of the Engineer. No separate payment shall be made for backfilling behind curbs and in medians and directional islands, but it shall be considered incidental to this Item.

360.18 Deficient Pavement Thickness. It is the intent of this Item that the pavement be constructed in strict conformity with the thickness and typical sections shown on plans.

Concrete Placement Method.

A. Conventional Side Form Paving: The Engineer will check the pavement thickness in accordance with the dimensions shown on the plans. The Engineer will perform 1 thickness test consisting of 1 reading at approximately the center of the paving equipment.
every 500 feet or fraction thereof. All deficiencies from plan thickness shall be corrected prior to concrete placement.

B. Slip Form Paving: The Engineer will check the pavement thickness in accordance with TxDOT's Test Procedure Tex-423-A. The Engineer will perform 1 thickness test consisting of 1 reading at approximately the center of the paving equipment every 500 feet or fraction thereof. Verify deficiencies of more than 0.2 inches from plan thickness and determine the limits of deficiencies of more than 0.75 inches from plan thickness by coring. Core where directed, in accordance with ASTM C174 “Standard Test Method for Measuring Thickness of Concrete Elements Using Drilled Concrete Cores.” Fill core holes using a concrete mixture and method approved by the Engineer.

Thickness Deficiencies Greater than 0.2 inches. When any depth test measured in accordance with Tex-423-A is deficient by more than 0.2 inches from the plan thickness, take one core at that location to verify the measurement.

If the core is deficient by more than 0.2 inches but less than 0.75 inches from the plan thickness, take 2 additional cores from the unit (500 foot length) at intervals of at least 150 feet and at locations selected by the Engineer, and determine the thickness of the unit for payment purposes by averaging the lengths of the 3 cores. (See Table for “Deficient Pavement Thickness price Adjustment Factor”).

Thickness Deficiencies Greater than 0.75 inches. If a core is deficient by more than 0.75 inches, take additional cores at 10 foot intervals in each direction parallel to the centerline to determine the boundary of the deficient area. The Engineer will evaluate any area of pavement found deficient in thickness by more than 0.75 inches. As directed, the Contractor shall remove and replace the deficient areas with concrete pavement of thickness shown on the plans, without additional compensation.

Pavement Units for Payment Adjustment. Limits for applying a payment adjustment for deficient pavement thickness from 0.20 inches to not more than 0.75 inches are 500 feet of pavement in each lane. Lane width will be shown on typical sections and pavement design standards.

For pavement thickness deficiencies greater than 0.75 inches, the limits for requiring removal will be defined by coring as determined by the Engineer. The remaining portion of the unit determined to be less than 0.75 inches deficient will be subject to the payment adjustment based on
the average core thickness at each end of the 10 foot interval investigation as determined by the Engineer.

Shoulders will be measured for thickness unless otherwise shown on the plans. Shoulders 6 feet wide or wider will be considered as lanes. Shoulders less than 6 feet wide will be considered part of the adjacent lane.

Limits for applying payment adjustment for deficient pavement thickness for ramps, widenings, acceleration and deceleration lanes, and other miscellaneous areas are 500 feet in length. Areas less than 500 feet in length will be individually evaluated for payment adjustment based on the plan area.

<table>
<thead>
<tr>
<th>TABLE FOR DEFICIENT PAVEMENT THICKNESS PRICE ADJUSTMENT FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEFICIENCY IN THICKNESS DETERMINED BY CORES IN INCHES</td>
</tr>
<tr>
<td>PROPORTIONAL PART CONTRACT PRICE ALLOWED</td>
</tr>
<tr>
<td>0.00 to 0.20</td>
</tr>
<tr>
<td>0.21 to 0.30</td>
</tr>
<tr>
<td>0.31 to 0.40</td>
</tr>
<tr>
<td>0.41 to 0.50</td>
</tr>
<tr>
<td>0.51 to 0.75</td>
</tr>
<tr>
<td>Over 0.75</td>
</tr>
</tbody>
</table>

Any area found deficient in thickness by more than 0.75 inches shall be removed and replaced, at the Contractor's entire expense, with concrete of the thickness shown on drawings.

No additional payment over the contract unit price will be made for any pavements of a thickness exceeding that required on drawings and planing of concrete pavement shall not be allowed.

360.19 Non-Conforming Concrete. Any concrete deemed non-conforming, which in the opinion of the Engineer is unsatisfactory, shall be removed and replaced at the expense of the Contractor.

360.20 Quality Assurance. The Testing Laboratory’s representative will sample concrete delivered to the site in accordance with ASTM C172 and will mold four specimens for each 150 cubic yards. Each time a set of specimens is molded, the slump will be determined in accordance with ASTM C143 and the air content in accordance with ASTM C173.
“Standard Test Method for Air Content of Freshly Mixed Concrete by the Volumetric Method” or ASTM C231 “Standard Test Method for Air Content of Freshly Mixed Concrete by the Pressure Method.” Concrete cores, if required, shall be tested in accordance with ASTM C174 (9 point procedure) and ASTM C39.

360.21 Measurement. Concrete pavement shall be measured by the square yard of the specified mix design and thickness of completed and accepted pavement. Dowels, when required, are incidental to this Item, and do not require measurement.

360.22 Payment. The work performed and the materials furnished as prescribed by this Item and measured as provided under "Measurement" shall be paid for at the unit price bid for "Concrete Pavement", or "Concrete Pavement, High Early Strength", as required, or the adjusted unit price for pavement of deficient thickness as provided under "Penalty for Deficient Pavement Thickness", which price shall be full compensation for shaping and fine grading the roadbed, including furnishing and applying all water required; for furnishing, loading and unloading, storing, handling all concrete ingredients, including all freight and royalty involved; for mixing, placing, finishing and curing all concrete; for furnishing all materials for and placing longitudinal, warping, expansion, sawed control and contraction joints, and load transmission units, and joint filler material in proper position; for coating steel bars where required by plans, for furnishing and placing all reinforcing steel, for drilling dowel holes in the existing concrete pavement, providing and installing dowels and epoxy grouting them where required by the plans; and for all manipulations, labor, equipment, appliances, tools, traffic provisions and incidentals necessary to complete the work.

There are line code(s), description(s) and unit(s) for this Item.

NOTE: This Item requires other Standard Specifications

Item 205 “Subgrade”
Item 421 “Structural Concrete”
Item 440 “Reinforcing Steel”
Item 526 “Membrane Curing”

END OF ITEM 360