



HI-PLAINS CIVIL ENGINEERS

4537 CANYON DRIVE • AMARILLO, TEXAS 79110 • PHONE (806) 353-7233

ADDENDUM No. 1

PROJECT: MOORE COUNTY AIRPORT
2024 AIRPORT EXPANSION
DUMAS, TEXAS
TxDOT CSJ NO. 2504DUMAS

DATE: April 4, 2025

TO: ALL BIDDERS

FROM: HI-PLAINS CIVIL ENGINEERS



Adolfo Garcia 4/4/25
HI-PLAINS CIVIL ENGINEERS
F-4174

The Bidding Documents shall be amended and/or revised by this Addendum hereinafter specified and all Work affected by this Addendum shall be included.

The following revisions and clarifications are to be incorporated into your bid for the above referenced project.

Except as may otherwise be described, labor and material for the Work hereinafter indicated shall conform to all requirements of the original Contract Documents.

SPECIFICATIONS

ITEM A1-1

Notice to Bidders: Pre-Bid Conference

Pre-Bid Meeting time is corrected to be 2:00 PM. The meeting date and place remain the same as written in the Notice to Bidders.

ITEM A1-2

Index to Technical Specifications

Revisions to the Index are as follows:

1. Removed Item P-501m and Item P-501: Cement Concrete Pavement
2. Removed Item P-610m and Item P-610: Concrete for Miscellaneous Structures
3. Added Item 360m and Item 360: Concrete Pavement
4. Added Item 421m and Item 421: Hydraulic Cement Concrete
5. Added Item 440: Reinforcement for Concrete

ITEM A1-3

Bid Form

The revised Bid Form that was uploaded to the TxDOT Website 'Plans Online' was updated to include the allowances for the following bid items:

Schedule 1 - PCC Apron Expansion - Base Bid - Revised Item S1-11:

From: P-501-7.1 - 8" - Cement Concrete Pavement
To: Item 360.6 - 8" - Concrete Pavement

Schedule 1 - PCC Apron Expansion - Base Bid - Revised Item S1-14:

From: P-610.6.2 - 6" Concrete Low Water Crossing
To: Item 360.6 - 6" - Concrete Low Water Crossing

Schedule 1 - PCC Apron Expansion - Alternate Bid No. 1 - Revised Item S1-A1-7:

From: P-501-7.1 - 8" - Cement Concrete Pavement
To: Item 360.6 - 8" - Concrete Pavement

Schedule 1 - PCC Apron Expansion - Alternate Bid No. 2 - Revised Item S1-A2-8:

From: P-501-7.1 - 8" - Cement Concrete Pavement
To: Item 360.6 - 8" - Concrete Pavement

Schedule 2 - HMAC Apron Expansion - Base Bid - Revised Item S2-15:

From: P-610.6.2 - 6" Concrete Low Water Crossing
To: Item 360.6 - 6" - Concrete Low Water Crossing

ITEM A1-4

Technical Specifications: Item P-403 Asphalt Mix Pavement Surface Course

Remove section Item P-403 and replace with the attached revised sections:

1. Item P-403m
2. Item P-403

ITEM A1-5

Technical Specifications: Item P-501 Cement Concrete Pavement

Remove section Item P-501m and Item P-501 and replace with the attached sections:

1. Item 360m and Item 360: Concrete Pavement
2. Item 421m and Item 421: Hydraulic Cement Concrete
3. Item 440: Reinforcement for Concrete

ITEM A1-6

Technical Specifications: Item SS-260 Aircraft Tie-Down Anchor

Remove and replace Item SS-260 Aircraft Tie-Down Anchor with the attached Item SS-260 Aircraft Tie-Down Anchor

PLANS

ITEM A1-7

Sheet 4 of 35 – QUANTITATIVE SUMMARY SCHEDULE NO. 1 PCC APRON

Remove and replace plan sheet with the attached drawing.

ITEM A1-8

Sheet 5 of 35 – QUANTITATIVE SUMMARY SCHEDULE NO. 2 HMAC APRON

Remove and replace plan sheet with the attached drawing.

ITEM A1-9

Sheet 15 of 35 – CONCRETE DETAILS

Remove and replace plan sheet with the attached drawing.

ITEM A1-10

Sheet 19 of 35 – AIRCRAFT TIE-DOWN DETAILS

Remove and replace plan sheet with the attached drawing.

ITEM A1-11

Sheet 25 of 35 – DRAINAGE CHANNEL DETAILS & LOW WATER CROSSING DETAILS I

Remove and replace plan sheet with the attached drawing.

ITEM A1-12

Sheet 26 of 35 – DRAINAGE CHANNEL DETAILS & LOW WATER CROSSING DETAILS II

Remove and replace plan sheet with the attached drawing.

END OF ADDENDUM No. 1

**INDEX TO TECHNICAL SPECIFICATIONS
MOORE COUNTY AIRPORT
TxDOT PROJECT NUMBER 2504DUMAS**

Item C-100m	Contractor Quality Control Program (CQCP)
Item C-100	Contractor Quality Control Program (CQCP)
Item C-102m	Temporary Air and Water Pollution, Soil Erosion, and Siltation Control
Item C-102	Temporary Air and Water Pollution, Soil Erosion, and Siltation Control
Item C-105m	Mobilization
Item C-105	Mobilization
Item G-100	Inclement Weather
Item P-101m	Preparation/Removal of Existing Pavements
Item P-101	Preparation/Removal of Existing Pavements
Item P-152m	Excavation, Subgrade, and Embankment
Item P-152	Excavation, Subgrade, and Embankment
Item P-209m	Crushed Aggregate Base Course
Item P-209	Crushed Aggregate Base Course
Item P-210m	Caliche Base Course
Item P-210	Caliche Base Course
Item P-219m	Recycled Concrete Aggregate Base Course
Item P-219	Recycled Concrete Aggregate Base Course
Item P-304m	Cement-Treated Aggregate Base Course (CTB)
Item P-304	Cement-Treated Aggregate Base Course (CTB)
Item P-403m	Asphalt Mix Pavement Surface Course
Item P-403	Asphalt Mix Pavement Surface Course
Item P-501m	Cement Concrete Pavement
Item P-501	Cement Concrete Pavement
Item P-602m	Emulsified Asphalt Prime Coat
Item P-602	Emulsified Asphalt Prime Coat
Item P-603m	Emulsified Asphalt Tack Coat
Item P-603	Emulsified Asphalt Tack Coat
Item P-605m	Joint Sealants for Pavements
Item P-605	Joint Sealants for Pavements
Item P-610m	Concrete for Miscellaneous Structures
Item P-610	Concrete for Miscellaneous Structures
Item P-620m	Runway and Taxiway Marking
Item P-620	Runway and Taxiway Marking
Item SS-260	Aircraft Tie-Down Anchor
Item SS-850	Relocation of Retroreflective Markers
Item T-901m	Seeding
Item T-901	Seeding
Item 360m	Concrete Pavement
Item 360	Concrete Pavement
Item 421m	Hydraulic Cement Concrete
Item 421	Hydraulic Cement Concrete
Item 440	Reinforcement for Concrete

Geotechnical Soils Investigations

Figure 5905A

Report 5905A & 5905B

Item P-403m Asphalt Mix Pavement Surface Course

Modifications

Note: The following is a summary showing where portions of text have been lined through (**example**), this text has been deleted and does not apply to this project. Where portions of text have been bolded and shaded gray (**example**), this text has been added and is binding to this project.

Item P-403 Asphalt Mix Pavement Surface Course is hereby amended with respect to the paragraphs and sections cited below.

MATERIALS

Revise Section Coarse Aggregate Material Requirements Table as follows:

Coarse Aggregate Material Requirements

Material Test	Requirement	Standard
Resistance to Degradation	Loss: 40% maximum for surface, asphalt binder, and leveling course Loss: 50% maximum for base course	ASTM C131
Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate	Loss after 5 cycles: 12% maximum using Sodium sulfate - or - 18% maximum using magnesium sulfate	ASTM C88
Clay lumps and friable particles	1.0 % maximum	ASTM C142
Percentage of Fractured Particles	For pavements designed for aircraft gross weights of 60,000 pounds (27200 kg) or more: Minimum 75% by weight of particles with at least two fractured faces and 85% with at least one fractured face¹	ASTM D5821
	For pavements designed for aircraft gross weights less than 60,000 pounds (27200 kg): Minimum 50% by weight of particles with at least two fractured faces and 65% with at least one fractured face ¹	
Flat, Elongated, or Flat and Elongated Particles	8% maximum, by weight, of flat, elongated, or flat and elongated particles with a value of 5:1 ²	ASTM D4791
Bulk density of slag ³	Weigh not less than 70 pounds per cubic foot (1.12 Mg/cubic meter)	ASTM C29.

Revise Section 403-2.3 as follows:

403-2.3 Asphalt binder. Asphalt binder shall conform to ASTM D6373 Performance Grade (PG) [64-28] **or as approved by the Engineer.**

COMPOSITION

Revise Section 403-3.3, Paragraph 1 as follows:

403-3.3 Job mix formula (JMF). No asphalt mixture shall be placed until an acceptable mix design has been submitted to the **RPR Engineer** for review and accepted in writing. The **RPR's Engineer's** review shall not relieve the Contractor of the responsibility to select and proportion the materials to comply with this section.

Remove Section 403-3.3, Paragraph 3 and replace with attached:

The JMF shall be prepared by an accredited laboratory that meets the requirements of paragraph 403-3.2. The asphalt mixture shall be designed using procedures contained in Asphalt Institute MS-2 Mix Design Manual, 7th Edition. **[Samples shall be prepared and compacted using the gyratory compactor in accordance with ASTM D6925.]**

Revise Section 403-3.3, Paragraph 4 as follows:

Should a change in sources of materials be made, a new JMF must be submitted to the **RPR Engineer** for review and accepted in writing before the new material is used. After the initial production JMF has been approved by the **RPR Engineer** and a new or modified JMF is required for whatever reason, the subsequent cost of the new or modified JMF, including a new control strip when required by the **RPR Engineer**, will be borne by the Contractor.

Revise Section 403-3.3, Paragraph 7 as follows:

The submitted JMF shall be dated, and stamped ~~or~~ **and** sealed by the responsible professional Engineer of the laboratory and shall include the following items as a minimum:

CONSTRUCTION METHODS

Revise Section 403-4.1 as follows:

403-4.1 Weather limitations. The asphalt shall not be placed upon a wet surface or when the surface temperature of the underlying course is less than specified in Table 4. The temperature requirements may be waived by the **RPR Engineer**, if requested; however, all other requirements including compaction shall be met.

Revise Section 403-4.11, Paragraph 5 as follows:

The speed of the paver shall be regulated to eliminate pulling and tearing of the asphalt mat. Placement of the asphalt mix shall begin along the centerline of a crowned section or on the high side of areas with a one way slope unless shown otherwise on the laydown plan ~~as accepted by the RPR~~. The asphalt mix shall be placed in consecutive adjacent lanes. **The width of the lanes should be such that minimizes the amount of longitudinal joints** ~~having a minimum width of [] feet (m)~~ except where edge lanes require less width to complete the area. Additional screed sections attached to widen the paver to meet the minimum lane width requirements must include additional auger sections to move the asphalt mixture uniformly along the screed extension.

Revise Section 403-4.16 as follows:

403-4.16 Nighttime Paving Requirements. The Contractor shall provide adequate lighting during any nighttime construction. A lighting plan shall be submitted by the Contractor and approved by the **RPR Engineer** prior to the start of any nighttime work. All work shall be in accordance with the approved CSPP and lighting plan.

Revise Section 403-5.3g, Paragraph 2 as follows:

The Contractor may use a 12-foot (3.7 m) “straightedge, a rolling inclinometer meeting the requirements of ASTM E2133 or rolling external reference device that can simulate a 12-foot (3.7m) straightedge approved by the **RPR Engineer**. Straight-edge testing shall start with one-half the length of the straightedge at the edge of pavement section being tested and then moved ahead one-half the length of the straightedge for each successive measurement. Testing shall be continuous across all joints. The surface irregularity shall be determined by placing the freestanding (unleveled) 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 the two high points. If the rolling inclinometer or external reference device is used, the data may be evaluated using the FAA profile program, ProFAA, using the 12-foot straightedge simulation function.

Revise Section 403-6.2a as follows:

403-6.2 Acceptance criteria.

a. General. Acceptance will be based on the implementation of the Contractor Quality Control Program (CQCP) and the following characteristics of the asphalt and completed pavements: air voids, mat density, joint density, **and** grade.

Revise Section 403-6.2e as follows:

e. Grade. The final finished surface of the pavement of the completed project shall be surveyed to verify that the grade elevations and cross-sections shown on the plans do not deviate more than 1/2 inch (12 mm) vertically [or 0.1 feet (30 mm) laterally].

Cross-sections of the pavement shall be taken at a minimum [50-foot (15-m)] longitudinal and transversal spacing, at all longitudinal grade breaks, and at start and end of each lane placed. ~~Minimum cross section grade points shall include grade at centerline, [± 10 feet of centerline], and edge of [runway] [taxiway] pavement.~~

The contractor is to survey the paved areas. The survey and documentation shall be stamped and signed by a licensed surveyor. **The contractor is to pay for the cost of securing the licensed surveyor.** Payment for sublots that do not meet grade for over 25% of the subplot shall not be more than 95%.

END OF ITEM P-403m

Item P-403 Asphalt Mix Pavement Surface Course

Note: Where portions of text have been lined through (~~example~~), this text has been deleted and does not apply to this project. Where portions of text have been bolded and shaded gray (**example**), this text has been added and is binding to this project. This process is utilized throughout the FAA specifications.

DESCRIPTION

403-1.1 This item shall consist of pavement courses composed of mineral aggregate and asphalt binder mixed in a central mixing plant and placed on a prepared course in accordance with these specifications and shall conform to the lines, grades, thicknesses, and typical cross-sections shown on the plans. Each course shall be constructed to the depth, typical section, and elevation required by the plans and shall be rolled, finished, and approved before the placement of the next course.

MATERIALS

403-2.1 Aggregate. Aggregates shall consist of crushed stone, crushed gravel, crushed slag, screenings, natural sand and mineral filler, as required. The aggregates should have no known history of detrimental pavement staining due to ferrous sulfides, such as pyrite. Coarse aggregate is the material retained on the No. 4 (4.75 mm) sieve. Fine aggregate is the material passing the No. 4 (4.75 mm) sieve.

a. Coarse aggregate. Coarse aggregate shall consist of sound, tough, durable particles, free from films of matter that would prevent thorough coating and bonding with the asphalt material and free from organic matter and other deleterious substances. Coarse aggregate material requirements are given in the table below.

Coarse Aggregate Material Requirements

Material Test	Requirement	Standard
Resistance to Degradation	Loss: 40% maximum for surface, asphalt binder, and leveling course Loss: 50% maximum for base course	ASTM C131
Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate	Loss after 5 cycles: 12% maximum using Sodium sulfate - or - 18% maximum using magnesium sulfate	ASTM C88
Clay lumps and friable particles	1.0 % maximum	ASTM C142
Percentage of Fractured Particles	For pavements designed for aircraft gross weights of 60,000 pounds (27200 kg) or more: Minimum 75% by weight of particles with at least two fractured faces and 85% with at least one fractured face¹	ASTM D5821
	For pavements designed for aircraft gross weights less than 60,000 pounds (27200 kg): Minimum 50% by weight of particles with at least two fractured faces and 65% with at least one fractured face ¹	
Flat, Elongated, or Flat and Elongated Particles	8% maximum, by weight, of flat, elongated, or flat and elongated particles with a value of 5:1 ²	ASTM D4791
Bulk density of slag ³	Weigh not less than 70 pounds per cubic foot (1.12 Mg/cubic meter)	ASTM C29.

¹ The area of each face shall be equal to at least 75% of the smallest mid-sectional area of the piece. When two fractured faces are contiguous, the angle between the planes of fractures shall be at least 30 degrees to count as two fractured faces.

² A flat particle is one having a ratio of width to thickness greater than five (5); an elongated particle is one having a ratio of length to width greater than five (5).

³ Only required if slag is specified.

b. Fine aggregate. Fine aggregate shall consist of clean, sound, tough, durable, angular shaped particles produced by crushing stone, slag, or gravel and shall be free from coatings of clay, silt, or other objectionable matter. Natural (non-manufactured) sand may be used to obtain the gradation of the aggregate blend or to improve the workability of the mix. Fine aggregate material requirements are listed in the table below.

Fine Aggregate Material Requirements

Material Test	Requirement	Standard
Liquid limit	25 maximum	ASTM D4318
Plasticity Index	4 maximum	ASTM D4318
Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate	Loss after 5 cycles: 10% maximum using Sodium sulfate - or - 15% maximum using magnesium sulfate	ASTM C88
Clay lumps and friable particles	1.0 % maximum	ASTM C142
Sand equivalent	[45 minimum]	ASTM D2419
Natural Sand	[0 to 15%] maximum by weight of total aggregate	ASTM D1073

c. Sampling. ASTM D75 shall be used in sampling coarse and fine aggregate, and ASTM C183 shall be used in sampling mineral filler.

403-2.2 Mineral filler. Mineral filler (baghouse fines) may be added in addition to material naturally present in the aggregate. Mineral filler shall meet the requirements of ASTM D242.

Mineral filler Requirements

Material Test	Requirement	Standard
Plasticity Index	4 maximum	ASTM D4318

403-2.3 Asphalt binder. Asphalt binder shall conform to ASTM D6373 Performance Grade (PG) [64-28] **or as approved by the Engineer.**

[

Asphalt Binder PG Plus Test Requirements

Material Test	Requirement	Standard
Elastic Recovery	[75%] minimum	ASTM D6084 ¹

¹ Follow procedure B on RTFO aged binder.]

403-2.4 Anti-stripping agent. Any anti-stripping agent or additive (anti-strip) shall be heat stable and shall not change the asphalt binder grade beyond specifications. Anti-strip shall be an approved material of the Department of Transportation of the State in which the project is located.

COMPOSITION

403-3.1 Composition of mixture. The asphalt plant mix shall be composed of a mixture of well-graded aggregate, filler and anti-strip agent if required, and asphalt binder. The several aggregate fractions shall be sized, handled in separate size groups, and combined in such proportions that the resulting mixture meets the grading requirements of the job mix formula (JMF).

403-3.2 Job mix formula (JMF) laboratory. The laboratory used to develop the JMF shall possess a current certificate of accreditation, listing D3666 from a national accrediting authority and all test methods required for developing the JMF, and listed on the accrediting authority's website. A copy of the laboratory's current accreditation and accredited test methods shall be submitted to the RPR prior to start of construction.

403-3.3 Job mix formula (JMF). No asphalt mixture shall be placed until an acceptable mix design has been submitted to the **RPR Engineer** for review and accepted in writing. The **RPR's Engineer's** review shall not relieve the Contractor of the responsibility to select and proportion the materials to comply with this section.

When the project requires asphalt mixtures of differing aggregate gradations and/or binders, a separate JMF shall be submitted for each mix. Add anti-stripping agent to meet tensile strength requirements.

The JMF shall be prepared by an accredited laboratory that meets the requirements of paragraph 403-3.2. The asphalt mixture shall be designed using procedures contained in Asphalt Institute MS-2 Mix Design Manual, 7th Edition. **[Samples shall be prepared and compacted using the gyratory compactor in accordance with ASTM D6925.]**

Should a change in sources of materials be made, a new JMF must be submitted to the **RPR Engineer** for review and accepted in writing before the new material is used. After the initial production JMF has been approved by the **RPR Engineer** and a new or modified JMF is required for whatever reason, the subsequent cost of the new or modified JMF, including a new control strip when required by the **RPR Engineer**, will be borne by the Contractor.

The RPR may request samples at any time for testing, prior to and during production, to verify the quality of the materials and to ensure conformance with the applicable specifications.

The JMF shall be submitted in writing by the Contractor at least **[30]** days prior to the start of paving operations. The JMF shall be developed within the same construction season using aggregates proposed for project use.

The submitted JMF shall be dated, and stamped ~~or~~ and sealed by the responsible professional Engineer of the laboratory and shall include the following items as a minimum:

- Manufacturer's Certificate of Analysis (COA) for the asphalt binder used in the JMF in accordance with paragraph 403-2.3. Certificate of asphalt performance grade is with modifier already added, if used and must indicate compliance with ASTM D6373. For plant modified asphalt binder, certified test report indicating grade certification of modified asphalt binder.
- Manufacturer's Certificate of Analysis (COA) for the anti-stripping agent if used in the JMF in accordance with paragraph 403-2.4.
- Certified material test reports for the course and fine aggregate and mineral filler in accordance with paragraphs 403-2.1 and 403-2.2.
- Percent passing each sieve size for individual gradation of each aggregate cold feed and/or hot bin; percent by weight of each cold feed and/or hot bin used; and the total combined gradation in the JMF.
- Specific Gravity and absorption of each course and fine aggregate.
- Percent natural sand.
- Percent fractured faces.
- Percent by weight of flat particles, elongated particles, and flat and elongated particles (and criteria).

- Percent of asphalt.
- Number of blows or gyrations.
- Laboratory mixing and compaction temperatures.
- Supplier recommended mixing and compaction temperatures.
- Plot of the combined gradation on the 0.45 power gradation curve.
- Graphical plots of air voids, voids in the mineral aggregate (VMA), and unit weight versus asphalt content. To achieve minimum VMA during production, the mix design needs to account for material breakdown during production.
- Tensile Strength Ratio (TSR).
- Type and amount of Anti-strip agent when used.
- Asphalt Pavement Analyzer (APA) results.
- Date the JMF was developed. Mix designs that are not dated or which are from a prior construction season shall not be accepted.

Table 1. Asphalt Design Criteria

Test Property	Value	Test Method
Number of blows/gyrations	[50]	
Air voids (%)	3.5	ASTM D3203
Percent voids in mineral aggregate (VMA), minimum	See Table 2	ASTM D6995
TSR ¹	not less than [80] at a saturation of 70-80%	ASTM D4867
[Asphalt Pavement Analyzer (APA) ^{2,3}]	[Less than 10 mm @ 4000 passes]	[AASHTO T340 at 250 psi hose pressure at 64°C test temperature]

¹ Test specimens for TSR shall be compacted at 7 ± 1.0 % air voids. In areas subject to freeze-thaw, use freeze-thaw conditioning in lieu of moisture conditioning per ASTM D4867.

² AASHTO T340 at 100 psi hose pressure at 64°C test temperature may be used in the interim. If this method is used the required Value shall be less than 5 mm @ 8000 passes

³ Where APA not available, use Hamburg wheel test (AASHTO T 324) 10 mm@ 20,000 passes at 50°C.

The mineral aggregate shall be of such size that the percentage composition by weight, as determined by laboratory sieves, will conform to the gradation or gradations specified in Table 2 when tested in accordance with ASTM C136 and ASTM C117.

The gradations in Table 2 represent the limits that shall determine the suitability of aggregate for use from the sources of supply, be well graded from coarse to fine and shall not vary from the low limit on one sieve to the high limit on the adjacent sieve, or vice versa.

Table 2. Aggregate - Asphalt Pavements

Sieve Size	Percentage by Weight Passing Sieve
1 inch (25.0 mm)	--
3/4 inch (19.0 mm)	100
1/2 inch (12.5 mm)	90-100
3/8 inch (9.5 mm)	72-88
No. 4 (4.75 mm)	53-73
No. 8 (2.36 mm)	38-60
No. 16 (1.18 mm)	26-48
No. 30 (600 µm)	18-38
No. 50 (300 µm)	11-27
No. 100 (150 µm)	6-18
No. 200 (75 µm)	3-6
Voids in Mineral Aggregate (VMA)¹	15.0
Asphalt Percent:	
Stone or gravel	5.0-7.5
Slag	6.5-9.5
Recommended Minimum Construction Lift Thickness	2 inch

¹To achieve minimum VMA during production, the mix design needs to account for material breakdown during production.

The aggregate gradations shown are based on aggregates of uniform specific gravity. The percentages passing the various sieves shall be corrected when aggregates of varying specific gravities are used, as indicated in the Asphalt Institute MS-2 Mix Design Manual, 7th Edition.

403-3.4 Reclaimed Asphalt Pavement (RAP). [RAP shall not be used.]

403-3.5 Control strip. [A control strip is not required.]

CONSTRUCTION METHODS

403-4.1 Weather limitations. The asphalt shall not be placed upon a wet surface or when the surface temperature of the underlying course is less than specified in Table 4. The temperature requirements may be waived by the RPR **Engineer**, if requested; however, all other requirements including compaction shall be met.

Table 4. Surface Temperature Limitations of Underlying Course

Mat Thickness	Base Temperature (Minimum)	
	Degrees F	Degrees C
3 inches (7.5 cm) or greater	40	4
Greater than 2 inches (50 mm) but less than 3 inches (7.5 cm)	45	7

403-4.2 Asphalt plant. Plants used for the preparation of asphalt shall conform to the requirements of American Association of State Highway and Transportation Officials (AASHTO) M156 including the following items:

a. Inspection of plant. The RPR, or RPR's authorized representative, shall have access, at all times, to all areas of the plant for checking adequacy of equipment; inspecting operation of the plant: verifying weights, proportions, and material properties; and checking the temperatures maintained in the preparation of the mixtures.

b. Storage bins and surge bins. The asphalt mixture stored in storage and/or surge bins shall meet the same requirements as asphalt mixture loaded directly into trucks. Asphalt mixture shall not be stored in storage and/or surge bins for a period greater than twelve (12) hours. If the RPR determines there is an excessive heat loss, segregation or oxidation of the asphalt mixture due to temporary storage, temporary storage shall not be allowed.

403-4.3 Aggregate stockpile management. Aggregate stockpiles shall be constructed in such a manner that prevents segregation and intermixing of deleterious materials. Aggregates from different sources shall be stockpiled, weighed and batched separately at the concrete batch plant. Aggregates that have become segregated or mixed with earth or foreign material shall not be used.

A continuous supply of materials shall be provided to the work to ensure continuous placement.

403-4.4 Hauling equipment. Trucks used for hauling asphalt shall have tight, clean, and smooth metal beds. To prevent the asphalt from sticking to the truck beds, the truck beds shall be lightly coated with a minimum amount of paraffin oil, lime solution, or other material approved by the RPR. Petroleum products shall not be used for coating truck beds. Each truck shall have a suitable cover to protect the mixture from adverse weather. When necessary, to ensure that the mixture will be delivered to the site at the specified temperature, truck beds shall be insulated or heated and covers shall be securely fastened.

403-4.4.1 Material transfer vehicle (MTV). [A material transfer vehicle is not required.]

403-4.5 Asphalt pavers. Asphalt pavers shall be self-propelled with an activated heated screed, capable of spreading and finishing courses of asphalt that will meet the specified thickness, smoothness, and grade. The paver shall have sufficient power to propel itself and the hauling equipment without adversely affecting the finished surface. The asphalt paver shall be equipped with a control system capable of automatically maintaining the specified screed grade and elevation.

If the spreading and finishing equipment in use leaves tracks or indented areas, or produces other blemishes in the pavement that are not satisfactorily corrected by the scheduled operations, the use of such equipment shall be discontinued.

The paver shall be capable of paving to a minimum width specified in paragraph 401-4.11.

403-4.6 Rollers. The number, type, and weight of rollers shall be sufficient to compact the asphalt to the required density while it is still in a workable condition without crushing of the aggregate, depressions or other damage to the pavement surface. Rollers shall be in good condition, capable of operating at slow speeds to avoid displacement of the asphalt. All rollers shall be specifically designed and suitable for compacting asphalt concrete and shall be properly used. Rollers that impair the stability of any layer of a pavement structure or underlying soils shall not be used.

403-4.6.1 Density device. The Contractor shall have on site a density gauge during all paving operations in order to assist in the determination of the optimum rolling pattern, type of roller and frequencies, as well as to monitor the effect of the rolling operations during production paving. The Contractor shall also supply a qualified technician during all paving operations to calibrate the density gauge and obtain accurate density readings for all new asphalt. These densities shall be supplied to the RPR upon request at any time during construction. No separate payment will be made for supplying the density gauge and technician.

403-4.7 Preparation of asphalt binder. The asphalt binder shall be heated in a manner that will avoid local overheating and provide a continuous supply of the asphalt material to the mixer at a uniform temperature. The temperature of the unmodified asphalt binder delivered to the mixer shall be sufficient to provide a suitable viscosity for adequate coating of the aggregate particles, but shall not exceed 325°F (160°C) when added to the aggregate. The temperature of modified asphalt binder shall be no more than 350°F (175°C) when added to the aggregate.

403-4.8 Preparation of mineral aggregate. The aggregate for the asphalt shall be heated and dried. The maximum temperature and rate of heating shall be such that no damage occurs to the aggregates. The temperature of the aggregate and mineral filler shall not exceed 350°F (175°C) when the asphalt binder is added. Particular care shall be taken that aggregates high in calcium or magnesium content are not damaged by overheating. The temperature shall not be lower than is required to obtain complete coating and uniform distribution on the aggregate particles and to provide a mixture of satisfactory workability.

403-4.9 Preparation of asphalt mixture. The aggregates and the asphalt binder shall be weighed or metered and introduced into the mixer in the amount specified by the JMF. The combined materials shall be mixed until the aggregate obtains a uniform coating of asphalt binder and is thoroughly distributed throughout the mixture. Wet mixing time shall be the shortest time that will produce a satisfactory mixture, but not less than 25 seconds for batch plants. The wet mixing time for all plants shall be established by the Contractor, based on the procedure for determining the percentage of coated particles described in ASTM D2489, for each individual plant and for each type of aggregate used. The wet mixing time will be set to achieve 95% of coated particles. For continuous mix plants, the minimum mixing time shall be determined by dividing the weight of its contents at operating level by the weight of the mixture delivered per second by the mixer. The moisture content of all asphalt upon discharge shall not exceed 0.5%.

403-4.10 Application of Prime and Tack Coat. Immediately before placing the asphalt mixture, the underlying course shall be cleaned of all dust and debris.

[A prime coat in accordance with Item P-602 shall be applied to aggregate base prior to placing the asphalt mixture.]

A tack coat shall be applied in accordance with Item P-603 to all vertical and horizontal asphalt and concrete surfaces prior to placement of the first and each subsequent lift of asphalt mixture.

403-4.11 Laydown plan, transporting, placing, and finishing. Prior to the placement of the asphalt, the Contractor shall prepare a laydown plan with the sequence of paving lanes and width to minimize the number of cold joints; the location of any temporary ramps; laydown temperature; and estimated time of completion for each portion of the work (milling, paving, rolling, cooling, etc.). The laydown plan and any modifications shall be approved by the RPR.

Deliveries shall be scheduled so that placing and compacting of asphalt is uniform with minimum stopping and starting of the paver. Hauling over freshly placed material shall not be permitted until the material has been compacted, as specified, and allowed to cool to approximately ambient temperature. The Contractor, at their expense, shall be responsible for repair of any damage to the pavement caused by hauling operations.

Contractor shall survey each lift of asphalt surface course and certify to RPR that every lot of each lift meets the grade tolerances of paragraph 401-6.2e before the next lift can be placed.

Edges of existing asphalt pavement abutting the new work shall be saw cut and the cut off material and laitance removed. Apply a tack coat in accordance with P-603 before new asphalt material is placed against it.

The speed of the paver shall be regulated to eliminate pulling and tearing of the asphalt mat. Placement of the asphalt mix shall begin along the centerline of a crowned section or on the high side of areas with a one way slope unless shown otherwise on the laydown plan as accepted by the RPR. The asphalt mix shall be placed in consecutive adjacent lanes. **The width of the lanes should be such that minimizes the amount of longitudinal joints** having a minimum width of feet (m) except where edge lanes require less width to complete the area. Additional screed sections attached to widen the paver to meet the minimum lane width requirements must include additional auger sections to move the asphalt mixture uniformly along the screed extension.

The longitudinal joint in one course shall offset the longitudinal joint in the course immediately below by at least 1 foot (30 cm); however, the joint in the surface top course shall be at the centerline of crowned pavements. Transverse joints in one course shall be offset by at least 10 feet (3 m) from transverse joints in the previous course. Transverse joints in adjacent lanes shall be offset a minimum of 10 feet (3 m). On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impractical, the asphalt may be spread and luted by hand tools.

The RPR may at any time, reject any batch of asphalt, on the truck or placed in the mat, which is rendered unfit for use due to contamination, segregation, incomplete coating of aggregate, or overheated asphalt mixture. Such rejection may be based on only visual inspection or temperature measurements. In the event of such rejection, the Contractor may take a representative sample of the rejected material in the presence of the RPR, and if it can be demonstrated in the laboratory, in the presence of the RPR, that such material was erroneously rejected, payment will be made for the material at the contract unit price.

Areas of segregation in the surface course, as determined by the RPR, shall be removed and replaced at the Contractor's expense. The area shall be removed by saw cutting and milling a minimum of the construction lift thickness as specified in paragraph 401-3.3, Table 2 for the approved mix design. The area to be removed and replaced shall be a minimum width of the paver and a minimum of 10 feet (3 m) long.

403-4.12 Compaction of asphalt mixture. After placing, the asphalt mixture shall be thoroughly and uniformly compacted by self-propelled rollers. The surface shall be compacted as soon as possible when the asphalt has attained sufficient stability so that the rolling does not cause undue displacement, cracking or shoving. The sequence of rolling operations and the type of rollers used shall be at the discretion of the Contractor. The speed of the roller shall, at all times, be sufficiently slow to avoid displacement of the hot mixture and be effective in compaction. Any surface defects and/or displacement occurring as a result of the roller, or from any other cause, shall be corrected at the Contractor's expense.

Sufficient rollers shall be furnished to handle the output of the plant. Rolling shall continue until the surface is of uniform texture, true to grade and cross-section, and the required field density is obtained. To prevent adhesion of the asphalt to the roller, the wheels shall be equipped with a scraper and kept moistened with water as necessary.

In areas not accessible to the roller, the mixture shall be thoroughly compacted with approved power tampers.

Any asphalt that becomes loose and broken, mixed with dirt, contains check-cracking, or in any way defective shall be removed and replaced with fresh hot mixture and immediately compacted to conform to the surrounding area. This work shall be done at the Contractor's expense. Skin patching shall not be allowed.

403-4.13 Joints. The formation of all joints shall be made in such a manner as to ensure a continuous bond between the courses and obtain the required density. All joints shall have the same texture as other sections of the course and meet the requirements for smoothness and grade.

The roller shall not pass over the unprotected end of the freshly laid asphalt except when necessary to form a transverse joint. When necessary to form a transverse joint, it shall be made by means of placing a bulkhead or by tapering the course. The tapered edge shall be cut back to its full depth and width on a straight line to expose a vertical face prior to placing the adjacent lane. In both methods, all contact surfaces shall be coated with an asphalt tack coat before placing any fresh asphalt against the joint.

Longitudinal joints which have been left exposed for more than four (4) hours; the surface temperature has cooled to less than 175°F (80°C); or are irregular, damaged, uncompacted or otherwise defective shall be cut back with a cutting wheel or pavement saw a maximum of 3 inches (75 mm) to expose a clean, sound, uniform vertical surface for the full depth of the course. All cutback material and any laitance produced from cutting joints shall be removed from the project. An asphalt tack coat or other product approved by the RPR shall be applied to the clean, dry joint prior to placing any additional fresh asphalt against the joint. The cost of this work shall be considered incidental to the cost of the asphalt.

403-4.14 Saw-cut grooving. [Saw-cut grooving is not required.]

403-4.15 Diamond grinding. Diamond grinding shall be completed prior to pavement grooving. Diamond grinding shall be accomplished by sawing with saw blades impregnated with industrial diamond abrasive.

Diamond grinding shall be performed with a machine designed specifically for diamond grinding capable of cutting a path at least 3 feet (0.9 m) wide. The saw blades shall be 1/8-inch (3-mm) wide with a minimum of 55 to 60 blades per 12 inches (300 mm) of cutting head width; grooves between 0.090 and 0.130 inches (2 and 3.5 mm) wide; and peaks and ridges approximately 1/32 inch (1 mm) higher than the bottom of the grinding cut. The actual number of blades will be determined by the Contractor and depend on the hardness of the aggregate. Equipment or grinding procedures that causes ravels, aggregate fractures, spalls or disturbance to the pavement will not be permitted.

Grinding will be tapered in all directions to provide smooth transitions to areas not requiring grinding. The slurry resulting from the grinding operation shall be continuously removed and the pavement left in a clean condition. The Contractor shall apply a surface treatment per P-608 to all areas that have been subject to grinding.

403-4.16 Nighttime Paving Requirements. The Contractor shall provide adequate lighting during any nighttime construction. A lighting plan shall be submitted by the Contractor and approved by the **RPR Engineer** prior to the start of any nighttime work. All work shall be in accordance with the approved CSPP and lighting plan.

CONTRACTOR QUALITY CONTROL (CQC)

403-5.1 General. [The Contractor shall develop a CQCP in accordance with Item C-100. No partial payment will be made for materials that are subject to specific QC requirements without an approved CQCP.]

403-5.2 Contractor quality control (QC) facilities. [The Contractor shall provide or contract for testing facilities in accordance with Item C-100. The RPR shall be permitted unrestricted access to inspect the Contractor's QC facilities and witness QC activities. The RPR will advise the Contractor in writing of any noted deficiencies concerning the QC facility, equipment, supplies, or testing personnel and procedures. When the deficiencies are serious enough to be adversely affecting the test results, the incorporation of the materials into the work shall be suspended immediately and will not be permitted to resume until the deficiencies are satisfactorily corrected.]

403-5.3 Quality Control (QC) testing. The Contractor shall perform all QC tests necessary to control the production and construction processes applicable to these specifications [and as set forth in the approved CQCP. The testing program shall include, but not necessarily be limited to, tests for the control of asphalt content, aggregate gradation, temperatures, aggregate moisture, field compaction, and surface smoothness. A QC Testing Plan shall be developed as part of the CQCP].

a. Asphalt content. A minimum of two tests shall be performed per day in accordance with ASTM D6307 or ASTM D2172 for determination of asphalt content. When using ASTM D6307, the correction factor shall be determined as part of the first test performed at the beginning of plant production; and as part of every tenth test performed thereafter. The asphalt content for the day will be determined by averaging the test results.

b. Gradation. Aggregate gradations shall be determined a minimum of twice per lot from mechanical analysis of extracted aggregate in accordance with ASTM D5444 and ASTM C136, and ASTM C117.

c. Moisture content of aggregate. The moisture content of aggregate used for production shall be determined a minimum of once per lot in accordance with ASTM C566.

d. Moisture content of asphalt. The moisture content of the asphalt shall be determined once per lot in accordance with AASHTO T329 or ASTM D1461.

e. Temperatures. Temperatures shall be checked, at least four times per lot, at necessary locations to determine the temperatures of the dryer, the asphalt binder in the storage tank, the asphalt at the plant, and the asphalt at the job site.

f. In-place density monitoring. The Contractor shall conduct any necessary testing to ensure that the specified density is being achieved. A nuclear gauge may be used to monitor the pavement density in accordance with ASTM D2950.

g. Smoothness for Contractor Quality Control.

The Contractor shall perform smoothness testing in transverse and longitudinal directions daily to verify that the construction processes are producing pavement with variances less than ¼ inch in 12 feet, identifying areas that may pond water which could lead to hydroplaning of aircraft. If the smoothness criteria is not met, appropriate changes and corrections to the construction process shall be made by the Contractor before construction continues

The Contractor may use a 12-foot (3.7 m) “straightedge, a rolling inclinometer meeting the requirements of ASTM E2133 or rolling external reference device that can simulate a 12-foot (3.7m) straightedge approved by the **RPR Engineer**. Straight-edge testing shall start with one-half the length of the straightedge at the edge of pavement section being tested and then moved ahead one-half the length of the straightedge for each successive measurement. Testing shall be continuous across all joints. The surface irregularity shall be determined by placing the freestanding (unleveled) 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 the two high points. If the rolling inclinometer or external reference device is used, the data may be evaluated using the FAA profile program, ProFAA, using the 12-foot straightedge simulation function.

Smoothness readings shall not be made across grade changes or cross slope transitions. The transition between new and existing pavement and between the start and stop of lanes place shall be evaluated separately for conformance with the plans.

(1) Transverse measurements. Transverse measurements shall be taken for each day’s production placed. Transverse measurements will be taken perpendicular to the pavement centerline each 50 feet (15 m) or more often as determined by the RPR. The joint between lanes shall be tested separately to facilitate smoothness between lanes.

(2) Longitudinal measurements. Longitudinal measurements shall be taken for each day’s production placed. Longitudinal tests will be parallel to the centerline of paving; at the center of paving lanes when widths of paving lanes are less than 20 feet (6 m); and at the third points of paving lanes when widths of paving lanes are 20 ft (6 m) or greater. When placement abuts previously placed material the first measurement shall start with one half the length of the straight edge on the previously placed material.

Deviations on the final surface course in either the transverse or longitudinal direction that will trap water greater than 1/4 inch (6 mm) shall be corrected with diamond grinding per paragraph 403-4.15 or by removing and replacing the surface course to full depth. Grinding shall be tapered in all directions to provide smooth transitions to areas not requiring grinding. All areas in which diamond grinding has been performed shall be subject to the final pavement thickness tolerances specified in paragraph 401-6.1d(3) Areas that have been ground shall be sealed with a surface treatment in accordance with Item P-608. To avoid the surface treatment creating any conflict with runway or taxiway markings, it may be necessary to seal a larger area.

Control charts shall be kept to show area of each day’s placement and the percentage of corrective grinding required. Corrections to production and placement shall be initiated when corrective grinding is required. If the Contractor’s machines and/or methods produce significant areas that need corrective actions in excess of 10 percent of a day’s production, production shall be stopped until corrective measures are implemented by the Contractor.

h. Grade. Grade shall be evaluated daily to allow adjustments to paving operations when grade measurements do not meet specifications. As a minimum, grade shall be evaluated prior to the placement of the first lift and then prior to and after placement of the surface lift.

Measurements will be taken at appropriate gradelines (as a minimum at center and edges of paving lane) and longitudinal spacing as shown on cross-sections and plans. The final surface of the pavement will not vary from the gradeline elevations and cross-sections shown on the plans by more than 1/2 inch (12 mm) vertically [and 0.1 feet (30 mm) laterally]. The documentation will be provided by the Contractor to the RPR [by the end of the following working day].

Areas with humps or depressions that exceed grade or smoothness criteria and that retain water on the surface must be ground off provided the course thickness after grinding is not more than 1/2 inch (12 mm) less than the thickness specified on the plans. Grinding shall be in accordance with paragraph 403-4.15.

The Contractor shall repair low areas or areas that cannot be corrected by grinding by removal of deficient areas to the depth of the final course plus 1/2 inch and replacing with new material. Skin patching is not allowed.

403-5.4 Sampling. When directed by the RPR, the Contractor shall sample and test any material that appears inconsistent with similar material being sampled, unless such material is voluntarily removed and replaced or deficiencies corrected by the Contractor. All sampling shall be in accordance with standard procedures specified.

403-5.5 Control charts. The Contractor shall maintain linear control charts both for individual measurements and range (i.e., difference between highest and lowest measurements) for aggregate gradation, asphalt content, and VMA. The VMA for each day shall be calculated and monitored by the QC laboratory.

Control charts shall be posted in a location satisfactory to the RPR and kept current. As a minimum, the control charts shall identify the project number, the contract item number, the test number, each test parameter, the Action and Suspension Limits applicable to each test parameter, and the Contractor's test results. The Contractor shall use the control charts as part of a process control system for identifying potential problems and assignable causes before they occur. If the Contractor's projected data during production indicates a problem and the Contractor is not taking satisfactory corrective action, the RPR may suspend production or acceptance of the material.

a. Individual measurements. Control charts for individual measurements shall be established to maintain process control within tolerance for aggregate gradation, asphalt content, and VMA. The control charts shall use the JMF target values as indicators of central tendency for the following test parameters with associated Action and Suspension Limits:

Control Chart Limits for Individual Measurements

Sieve	Action Limit	Suspension Limit
3/4 inch (19.0 mm)	±6%	±9%
1/2 inch (12.5 mm)	±6%	±9%
3/8 inch (9.5 mm)	±6%	±9%
No. 4 (4.75 mm)	±6%	±9%
No. 16 (1.18 mm)	±5%	±7.5%
No. 50 (300 µm)	±3%	±4.5%
No. 200 (75 µm)	±2%	±3%
Asphalt Content	±0.45%	±0.70%
Minimum VMA	-0.5%	-1.0%

b. Range. Control charts for range shall be established to control process variability for the test parameters and Suspension Limits listed below. The range shall be computed for each lot as the difference between the two test results for each control parameter. The Suspension Limits specified below are based on a sample size of $n = 2$. Should the Contractor elect to perform more than two tests per lot, the Suspension Limits shall be adjusted by multiplying the Suspension Limit by 1.18 for $n = 3$ and by 1.27 for $n = 4$.

Control Chart Limits Based on Range
($n = 2$)

Sieve	Suspension Limit
1/2 inch (12.5 mm)	11%
3/8 inch (9.5 mm)	11%
No. 4 (4.75 mm)	11%
No. 16 (1.18 mm)	9%
No. 50 (300 µm)	6%
No. 200 (75 µm)	3.5%
Asphalt Content	0.8%

c. Corrective action. [The CQCP shall indicate that appropriate action shall be taken when the process is believed to be out of tolerance. The Plan shall contain sets of rules to gauge when a process is out of control and detail what action will be taken to bring the process into control. As a minimum, a process shall be deemed out of control and production stopped and corrective action taken, if:

- (1) One point falls outside the Suspension Limit line for individual measurements or range; or
- (2) Two points in a row fall outside the Action Limit line for individual measurements.]

403-5.6 Quality control (QC) reports. The Contractor shall maintain records and shall submit reports of QC activities daily [, in accordance with the CQCP described in Item C-100].

MATERIAL ACCEPTANCE

403-6.1. Quality Assurance Acceptance sampling and testing. Unless otherwise specified, all acceptance sampling and testing necessary to determine conformance with the requirements specified in this section will be performed by the RPR at no cost to the Contractor except that coring as required in this section shall be completed and paid for by the Contractor.

a. Quality Assurance (QA) testing laboratory. The QA testing laboratory performing these acceptance tests will be accredited in accordance with ASTM D3666. The QA laboratory accreditation will be current and listed on the accrediting authority's website. All test methods required for acceptance sampling and testing will be listed on the lab accreditation.

b. Lot Size. A standard lot will be equal to one day's production divided into approximately equal sublots of between 400 to 600 tons. When only one or two sublots are produced in a day's production, the sublots will be combined with the production lot from the previous or next day.

Where more than one plant is simultaneously producing asphalt for the job, the lot sizes will apply separately for each plant.

c. Asphalt air voids. Plant-produced asphalt will be tested for air voids on a subplot basis.

(1) Sampling. Material from each subplot shall be sampled in accordance with ASTM D3665. Samples shall be taken from material deposited into trucks at the plant or at the job site in accordance with ASTM D979. The sample of asphalt may be put in a covered metal tin and placed in an oven for [not less than 30 minutes nor more than 60 minutes] to maintain the material at or above the compaction temperature as specified in the JMF.

(2) Testing. Air voids will be determined for each subplot in accordance with ASTM D3203 for a set of three compacted specimens prepared in accordance with [ASTM D6925].

d. In-place asphalt mat and joint density. Each subplot will be tested for in-place mat and joint density as a percentage of the theoretical maximum density (TMD).

(1) Sampling. The [Contractor] will cut minimum 5 inches (125 mm) diameter samples in accordance with ASTM D5361. The Contractor shall furnish all tools, labor, and materials for cleaning, and filling the cored pavement. Laitance produced by the coring operation shall be removed immediately after coring, and core holes shall be filled within one day after sampling in a manner acceptable to the RPR.

(2) Bond. Each lift of asphalt shall be bonded to the underlying layer. If cores reveal that the surface is not bonded, additional cores shall be taken as directed by the RPR to determine the extent of unbonded areas. Unbonded areas shall be removed by milling and replaced at no additional cost as directed by the RPR.

(3) Thickness. Thickness of each lift of surface course will be evaluated by the RPR for compliance to the requirements shown on the plans after any necessary corrections for grade. Measurements of thickness will be made using the cores extracted for each subplot for density measurement. The maximum allowable deficiency at any point will not be more than 1/4 inch (6 mm) less than the thickness indicated for the lift. Average thickness of lift, or combined lifts, will not be less than the indicated thickness. Where the thickness tolerances are not met, the lot or subplot shall be corrected by the Contractor at his expense by removing the deficient area and replacing with new pavement. The Contractor, at his expense, may take additional cores as approved by the RPR to circumscribe the deficient area.

(4) Mat density. One core shall be taken from each subplot. Core locations will be determined by the RPR in accordance with ASTM D3665. Cores for mat density shall not be taken closer than one foot (30 cm) from a transverse or longitudinal joint. The bulk specific gravity of each cored sample will be determined in accordance with ASTM D2726. The percent compaction (density) of each sample will be determined by dividing the bulk specific gravity of each subplot sample by the TMD for that subplot.

(5) Joint density. One core centered over the longitudinal joint shall be taken for each subplot which contains a longitudinal joint. Core locations will be determined by the RPR in accordance with ASTM D3665. The bulk specific gravity of each core sample will be determined in accordance with ASTM D2726. The percent compaction (density) of each sample will be determined by dividing the bulk specific gravity of each joint density sample by the average TMD for the lot. The TMD used to determine the joint density at joints formed between lots will be the lower of the average TMD values from the adjacent lots.

403-6.2 Acceptance criteria.

a. General. Acceptance will be based on the implementation of the Contractor Quality Control Program (CQCP) and the following characteristics of the asphalt and completed pavements: air voids, mat density, joint density, **and** grade.

b. Air voids. Acceptance of each lot of plant produced material for air voids will be based upon the average air void from the sublots. If the average air voids of the lot are equal to or greater than 2% and equal to or less than 5%, then the lot will be acceptable. If the average is below 2% or greater than 5%, the lot shall be removed and replaced at the Contractor's expense.

c. Mat density. Acceptance of each lot of plant produced material for mat density will be based on the average of all of the densities taken from the sublots. If the average mat density of the lot so established equals or exceeds 94%, the lot will be acceptable. If the average mat density of the lot is below 94%, the lot shall be removed and replaced at the Contractor's expense.

d. Joint density. Acceptance of each lot of plant produced asphalt for joint density will be based on the average of all of the joint densities taken from the sublots. If the average joint density of the lot so established equals or exceeds 92%, the lot will be acceptable. If the average joint density of the lot is less than 92%, the Contractor shall stop production and evaluate the method of compacting joints. Production may resume once the reason for poor compaction has been determined and appropriate measures have been taken to ensure proper compaction.

e. Grade. The final finished surface of the pavement of the completed project shall be surveyed to verify that the grade elevations and cross-sections shown on the plans do not deviate more than 1/2 inch (12 mm) vertically [or 0.1 feet (30 mm) laterally].

Cross-sections of the pavement shall be taken at a minimum [50-foot (15-m)] longitudinal **and transversal** spacing, at all longitudinal grade breaks, and at start and end of each lane placed. ~~Minimum cross section grade points shall include grade at centerline, [± 10 feet of centerline], and edge of [runway] [taxiway] pavement.~~

The contractor is to survey the paved areas. The survey and documentation shall be stamped and signed by a licensed surveyor. **The contractor is to pay for the cost of securing the licensed surveyor.** Payment for sublots that do not meet grade for over 25% of the subplot shall not be more than 95%.

403-6.3 Resampling Pavement for Mat Density.

a. General. Resampling of a lot of pavement will only be allowed for mat density and then, only if the Contractor requests same in writing, within 48 hours after receiving the written test results from the RPR. A retest will consist of all the sampling and testing procedures contained in paragraphs 403-6.1. Only one resampling per lot will be permitted.

(1) A redefined mat density will be calculated for the resampled lot. The number of tests used to calculate the redefined mat density will include the initial tests made for that lot plus the retests.

(2) The cost for resampling and retesting shall be borne by the Contractor.

b. Payment for resampled lots. The redefined mat density for a resampled lot will be used to evaluate the acceptance of that lot in accordance with paragraph 403-6.2.

c. Outliers. Check for outliers in accordance with ASTM E178, at a significance level of 5%. Outliers will be discarded and density determined using the remaining test values.

METHOD OF MEASUREMENT

403-7.1 Measurement. Plant mix asphalt mix pavement shall be measured by the number of tons (kg) of asphalt pavement used in the accepted work. Recorded batch weights or truck scale weights will be used to determine the basis for the tonnage.

BASIS OF PAYMENT

403-8.1 Payment. Payment for a lot of asphalt mixture meeting all acceptance criteria as specified in paragraph 403-6.2 shall be made at the contract unit price per ton (kg) for asphalt. The price shall be compensation for furnishing all materials, for all preparation, mixing, and placing of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-403-8.1 Asphalt Mixture [Surface] Course - per ton (kg)

REFERENCES

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

ASTM International (ASTM)

ASTM C29	Standard Test Method for Bulk Density ("Unit Weight") and Voids in Aggregate
ASTM C88	Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM C117	Standard Test Method for Materials Finer than 75- μ m (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C127	Standard Test Method for Density, Relative Density (Specific Gravity), and Absorption of Coarse Aggregate
ASTM C131	Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136	Standard Test Method for Sieve or Screen Analysis of Fine and Coarse Aggregates
ASTM C142	Standard Test Method for Clay Lumps and Friable Particles in Aggregates

ASTM C183	Standard Practice for Sampling and the Amount of Testing of Hydraulic Cement
ASTM C566	Standard Test Method for Total Evaporable Moisture Content of Aggregate by Drying
ASTM D75	Standard Practice for Sampling Aggregates
ASTM D242	Standard Specification for Mineral Filler for Bituminous Paving Mixtures
ASTM D946	Standard Specification for Penetration-Graded Asphalt Cement for Use in Pavement Construction
ASTM D979	Standard Practice for Sampling Bituminous Paving Mixtures
ASTM D1073	Standard Specification for Fine Aggregate for Bituminous Paving Mixtures
ASTM D1074	Standard Test Method for Compressive Strength of Bituminous Mixtures
ASTM D1461	Standard Test Method for Moisture or Volatile Distillates in Bituminous Paving Mixtures
ASTM D2041	Standard Test Method for Theoretical Maximum Specific Gravity and Density of Bituminous Paving Mixtures
ASTM D2172	Standard Test Method for Quantitative Extraction of Bitumen from Bituminous Paving Mixtures
ASTM D2419	Standard Test Method for Sand Equivalent Value of Soils and Fine Aggregate
ASTM D2489	Standard Practice for Estimating Degree of Particle Coating of Bituminous-Aggregate Mixtures
ASTM D2726	Standard Test Method for Bulk Specific Gravity and Density of Non-Absorptive Compacted Bituminous Mixtures
ASTM D2950	Standard Test Method for Density of Bituminous Concrete in Place by Nuclear Methods
ASTM D3203	Standard Test Method for Percent Air Voids in Compacted Dense and Open Bituminous Paving Mixtures
ASTM D3381	Standard Specification for Viscosity-Graded Asphalt Cement for Use in Pavement Construction
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D3666	Standard Specification for Minimum Requirements for Agencies Testing and Inspecting Road and Paving Materials
ASTM D4125	Standard Test Methods for Asphalt Content of Bituminous mixtures by the Nuclear Method
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D4552	Standard Practice for Classifying Hot-Mix Recycling Agents

ASTM D4791	Standard Test Method for Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D4867	Standard Test Method for Effect of Moisture on Asphalt Concrete Paving Mixtures
ASTM D5444	Standard Test Method for Mechanical Size Analysis of Extracted Aggregate
ASTM D5581	Standard Test Method for Resistance to Plastic Flow of Bituminous Mixtures Using Marshall Apparatus (6 inch-Diameter Specimen)
ASTM D5821	Standard Test Method for Determining the Percentage of Fractured Particles in Coarse Aggregate
ASTM D6307	Standard Test Method for Asphalt Content of Hot-Mix Asphalt by Ignition Method
ASTM D6373	Standard Specification for Performance Graded Asphalt Binder
ASTM D6752	Standard Test Method for Bulk Specific Gravity and Density of Compacted Bituminous Mixtures Using Automatic Vacuum Sealing Method
ASTM D6925	Standard Test Method for Preparation and Determination of the Relative Density of Hot Mix Asphalt (HMA) Specimens by Means of the SuperPave Gyratory Compactor
ASTM D6926	Standard Practice for Preparation of Bituminous Specimens Using Marshall Apparatus
ASTM D6927	Standard Test Method for Marshall Stability and Flow of Bituminous Mixtures
ASTM D6995	Standard Test Method for Determining Field VMA based on the Maximum Specific Gravity of the Mix (Gmm)
ASTM E11	Standard Specification for Woven Wire Test Sieve Cloth and Test Sieves
ASTM E178	Standard Practice for Dealing with Outlying Observations
ASTM E2133	Standard Test Method for Using a Rolling Inclinometer to Measure Longitudinal and Transverse Profiles of a Traveled Surface
American Association of State Highway and Transportation Officials (AASHTO)	
AASHTO M156	Standard Specification for Requirements for Mixing Plants for Hot-Mixed, Hot-Laid Bituminous Paving Mixtures
AASHTO T329	Standard Method of Test for Moisture Content of Hot Mix Asphalt (HMA) by Oven Method
AASHTO T 340	Standard Method of Test for Determining the Rutting Susceptibility of Hot Mix Asphalt (APA) Using the Asphalt Pavement Analyzer (APA)
Asphalt Institute (AI)	
MS-2	Mix Design Manual, 7th Edition
MS-26	Asphalt Binder Handbook AI State Binder Specification Database

FAA Orders

5300.1

Modifications to Agency Airport Design, Construction, and Equipment Standards

Federal Highway Administration (FHWA)

Long Term Pavement Performance Binder program

Software

FAARFIELD

END OF ITEM P-403

ITEM SS-260
Aircraft Tie-Down Anchor
(Non-Standard FAA Specification)

DESCRIPTION

260-1.1 This item shall consist of furnishing and installing aircraft tie-down anchors as shown in the plans. These aircraft tie-down anchors shall be placed as shown in the plans or as directed by the Engineer. The concrete shall be cast in place and float finished to the lines and grades established by the Engineer.

MATERIALS

260-2.1 Concrete shall conform to TXDOT Item 421 Hydraulic Cement Concrete ".

METHOD OF MEASUREMENT

260-3.1 Aircraft tie-down anchors will be measured by the each installed as individual anchor units in place, accepted, and ready for operation. Four such units will constitute a tie-down location for a single aircraft.

BASIS OF PAYMENT

260-4.1 Payment shall be made at the contract unit price for each completed and accepted anchor unit. This price shall be full compensation for furnishing all materials and for all preparation, assembly, concrete pour, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

Item SS-260-4.1	Tie-down anchors - per each.
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END OF ITEM SS-260

Item 360m Concrete Pavement

Modifications

Note: The following is a summary showing where portions of text have been lined through (**example**), this text has been deleted and does not apply to this project. Where portions of text have been bolded and shaded gray (**example**), this text has been added and is binding to this project.

Item 360 Concrete Pavement is hereby amended with respect to the paragraphs and sections cited below.

Revise Section 2.4. as follows:

- 2.4. **Curing Materials.** Provide Type 2 membrane curing compound conforming to DMS-4650, "Hydraulic Cement Concrete Curing Materials and Evaporation Retardants." Provide SS-1 emulsified asphalt conforming to Item 300, "Asphalts, Oils, and Emulsions," for concrete pavement to be overlaid with asphalt concrete under this Contract unless otherwise shown on the plans or approved. ~~Provide materials for other methods of curing conforming to the requirements of Item 422, "Concrete Superstructures."~~ Provide insulating blankets for curing fast track concrete pavement with a minimum thermal resistance (R) rating of 0.5 hour-square foot F/BTU. Use insulating blankets that are free from tears and are in good condition.

Revise Section 2.7. as follows:

- 2.7. **Joint Sealants and Fillers.** ~~Provide Class 5 or Class 8 joint sealant materials and fillers unless otherwise shown on the plans or approved and other sealant materials of the size, shape, and type shown on the plans in accordance with DMS-6310, "Joint Sealants and Fillers."~~ **Refer to FAA Item P-605 "Joint Sealants for Pavement"**

Revise Section 3.1. as follows:

- 3.1. **Placing, Consolidating, and Finishing Equipment.** Provide approved ~~self-propelled~~ paving equipment that uniformly distributes the concrete with minimal segregation and provides a smooth machine-finished consolidated concrete pavement conforming to plan line and grade. Provide an approved automatic grade control system on slip-forming equipment. Provide approved mechanically-operated finishing floats capable of producing a uniformly smooth pavement surface. Provide equipment capable of providing a fine, light water fog mist.

Revise Section 3.4.2. as follows:

- 3.4.2. **Tining Equipment.** Provide a ~~self-propelled~~ metal tine device equipped with steel tines with cross-section approximately 1/32 in. thick × 1/12 in. wide. Provide tines for transverse tining equipment spaced at approximately 1 in., center-to-center, or provide tines for longitudinal tining equipment spaced at approximately 3/4 in., center-to-center. Manual methods that produce an equivalent texture may be used when it is impractical to use self-propelled equipment, such as for small areas, narrow width sections, and in emergencies due to equipment breakdown.

Revise Section 4.2., Paragraph 2 as follows:

Provide the Engineer **or RPR** the opportunity to witness all tests. The Engineer may require a retest if not given the opportunity to witness. Furnish a copy of all test results to the Engineer daily. Check the first few concrete loads for slump and temperature to verify concrete conformance and consistency on start-up production days. Sample and prepare strength-test specimens (2 specimens per test) on the first day of production and for each 3,000 sq. yd. or fraction thereof of concrete pavement thereafter. Prepare at least 1 set of strength- test specimens for each production day. Perform slump and temperature tests each time strength specimens are made. Monitor concrete temperature to ensure that concrete is consistently within the temperature requirements. The Engineer **or RPR** will direct random job-control sampling and testing. Immediately investigate and take corrective action as approved if any Contractor test result, including tests performed for verification purposes, does not meet specification requirements.

Remove Section 4.2., Paragraph 3 as follows:

~~The Engineer will perform job control testing when the testing by the Contractor is waived by the plans; however, this does not waive the Contractor's responsibility for providing materials and work in accordance with this Item.~~

Revise Section 4.2.1., Paragraph 2 as follows:

~~Use a compressive strength of 3,200 psi or a lower job-control strength value proven to meet a 28-day compressive strength of 4,000 psi as correlated in accordance with Tex-427-A for 7-day job-control by compressive strength. Use a flexural strength of 450 psi or a lower job control strength value proven to meet a 28-day flexural strength of 570 psi as correlated in accordance with Tex-427-A for 7-day job-control by flexural strength.~~

Revise Section 4.4. as follows:

- 4.4. **Joints.** Install joints as shown on the plans. Joint sealants are not required on concrete pavement that is to be overlaid with asphaltic materials. Clean and seal joints in accordance with ~~Item 438, "Cleaning and Sealing Joints."~~ **FAA Item P-605 "Joint Sealants for Paving"**. Repair excessive spalling of the joint saw groove using an approved method before installing the sealant. Seal all joints before opening the pavement to all traffic. Install a rigid transverse bulkhead, for the reinforcing steel, and shaped accurately to the cross-section of the pavement when placing of concrete is stopped.

Revise Section 4.4.2.3. as follows:

- 4.4.2.3. **Curb Joints.** Provide joints in the curb of the same type and location as the adjacent pavement. Use expansion joint material of the same thickness, type, and quality required for the pavement and of the section shown for the curb. Extend expansion joints through the curb. Construct curb joints at all transverse pavement joints. Place reinforcing steel into the plastic concrete pavement for non-monolithic curbs as shown on the plans unless otherwise approved. Form or saw the weakened plane joint across the full width of concrete pavement and through the monolithic curbs. ~~Construct curb joints in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."~~

Remove Section 4.7.2. as follows:

- 4.7.2. **Curbs.** ~~Conform to the requirements of Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter" where curbs are placed separately.~~

Remove Section 4.8.1. as follows:

- 4.8.1. **Finished Surface.** ~~Perform sufficient checks with long-handled 10 ft. and 15 ft. straightedges on the plastic concrete to ensure the final surface is within the tolerances specified in Surface Test A in Item 585, "Ride Quality for Pavement Surfaces." Check with the straightedge parallel to the centerline.~~

Revise Section 4.9. as follows:

- 4.9. **Curing.** Keep the concrete pavement surface from drying as described in Section 360.4.8.2., "Maintenance of Surface Moisture," until the curing material has been applied. Maintain and promptly repair damage to curing materials on exposed surfaces of concrete pavement continuously for at least 3 curing days. A curing day is defined as a 24-hr. period when either the temperature taken in the shade away from artificial heat is above 50°F for at least 19 hr. or the surface temperature of the concrete is maintained above 40°F for 24 hr.

Curing begins when the concrete curing system has been applied. Stop concrete paving if curing compound is not being applied promptly and maintained adequately. ~~Other methods of curing in accordance with Item 422, "Concrete Superstructures," may be used when specified or approved.~~

Revise Section 4.12. as follows:

- 4.12. **Pavement Thickness.** The Engineer ~~may direct the contractor will to~~ check the thickness in accordance with Tex-423-A unless other methods are shown on the plans. The ~~Engineer Contractor~~ will perform 1 thickness test consisting of 1 reading at approximately the center of each lane every 500 ft. ~~1,600 SY~~ or fraction thereof. Core where directed, in accordance with Tex-424-A, to verify deficiencies of more than 0.2 in. from plan thickness and to determine the limits of deficiencies of more than 0.75 in. from plan thickness. Fill core holes using an approved concrete mixture and method.

Remove Section 4.13. as follows:

- 4.13. ~~Ride Quality.~~ Measure ride quality in accordance with Item 585, "Ride Quality for Pavement Surfaces," unless otherwise shown on the plans.

Revise Section 5.1. as follows:

- 5.1. **Concrete Pavement.** Concrete pavement will be measured by the square ~~yard-foot~~ of surface area in place. The surface area includes the portion of the pavement slab extending beneath the curb.

Remove Section 5.2. as follows:

- 5.2. ~~Curb.~~ Curb on concrete pavement will be measured by the foot in place.

Remove Section 6.3. as follows:

- 6.3. ~~Curb.~~ Work performed and furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Curb" of the type specified.

END OF ITEM 360m

Item 360

Concrete Pavement



Note: Where portions of text have been lined through (~~example~~), this text has been deleted and does not apply to this project. Where portions of text have been bolded and shaded gray (**example**), this text has been added and is binding to this project. This process is utilized throughout the FAA specifications.

1. DESCRIPTION

Construct hydraulic cement concrete pavement with or without curbs on the concrete pavement.

2. MATERIALS

- 2.1. **Hydraulic Cement Concrete.** Provide hydraulic cement concrete in accordance with Item 421, "Hydraulic Cement Concrete." Use compressive strength testing unless otherwise shown on the plans. Provide Class P concrete designed to meet a minimum average compressive strength of 3,200 psi or a minimum average flexural strength of 450 psi at 7 days or a minimum average compressive strength of 4,000 psi or a minimum average flexural strength of 570 psi at 28 days. Test in accordance with Tex-448-A or Tex-418-A.

Obtain written approval if the concrete mix design exceeds 520 lb. of cementitious material.

Use coarse aggregates for continuously reinforced concrete pavements to produce concrete with a coefficient of thermal expansion not more than 5.5×10^{-6} in./in./°F. Provide satisfactory Tex-428-A test data from an approved testing laboratory if the coarse aggregate coefficient of thermal expansion listed on the Department's *Concrete Rated Source Quality Catalog* is not equal to or less than 5.5×10^{-6} in./in./°F.

Provide Class HES concrete for very early opening of small pavement areas or leave-outs to traffic when shown on the plans or allowed. Design Class HES to meet the requirements of Class P and a minimum average compressive strength of 3,200 psi or a minimum average flexural strength of 450 psi in 24 hr., unless other early strength and time requirements are shown on the plans or allowed.

Use Class A or P concrete for curbs that are placed separately from the pavement. Provide concrete that is workable and cohesive, possesses satisfactory finishing qualities, and conforms to the mix design and mix design slump.

- 2.2. **Reinforcing Steel.** Provide Grade 60 or above, deformed steel for bar reinforcement in accordance with Item 440, "Reinforcement for Concrete." Provide positioning and supporting devices (baskets and chairs) capable of securing and holding the reinforcing steel in proper position before and during paving. Provide corrosion protection when shown on the plans.

- 2.2.1. **Dowels.** Provide smooth, straight dowels of the size shown on the plans, free of burrs, and conforming to the requirements of Item 440, "Reinforcement for Concrete." Coat dowels with a thin film of grease, wax, silicone or other approved de-bonding material. Provide dowel caps on the lubricated end of each dowel bar used in an expansion joint. Provide dowel caps filled with a soft compressible material with enough range of movement to allow complete closure of the expansion joint.

- 2.2.2. **Tie Bars.** Provide straight deformed steel tie bars. Provide either multiple-piece tie bars or single-piece tie bars as shown on the plans. Furnish multiple piece tie bar assemblies from the list of approved multiple-piece tie bars that have been prequalified in accordance with DMS-4515 "Multiple Piece Tie Bars for Concrete Pavements," when used. Multiple-piece tie bars used on individual projects must be sampled in accordance with Tex-711-I, and tested in accordance with DMS-4515 "Multiple Piece Tie Bars for Concrete Pavements."

- 2.3. **Alternative Reinforcing Materials.** Provide reinforcement materials of the dimensions and with the physical properties specified when allowed or required by the plans. Provide manufacturer's certification of required material properties.
- 2.4. **Curing Materials.** Provide Type 2 membrane curing compound conforming to DMS-4650, "Hydraulic Cement Concrete Curing Materials and Evaporation Retardants." Provide SS-1 emulsified asphalt conforming to Item 300, "Asphalts, Oils, and Emulsions," for concrete pavement to be overlaid with asphalt concrete under this Contract unless otherwise shown on the plans or approved. ~~Provide materials for other methods of curing conforming to the requirements of Item 422, "Concrete Superstructures."~~ Provide insulating blankets for curing fast track concrete pavement with a minimum thermal resistance (R) rating of 0.5 hour-square foot F/BTU. Use insulating blankets that are free from tears and are in good condition.
- 2.5. **Epoxy.** Provide Type III, Class C epoxy in accordance with DMS-6100, "Epoxies and Adhesives," for installing all drilled-in reinforcing steel. Submit a work plan and request approval for the use of epoxy types other than Type III, Class C.
- 2.6. **Evaporation Retardant.** Provide evaporation retardant conforming to DMS-4650., "Hydraulic Cement Concrete Curing Materials and Evaporation Retardants."
- 2.7. **Joint Sealants and Fillers.** ~~Provide Class 5 or Class 8 joint sealant materials and fillers unless otherwise shown on the plans or approved and other sealant materials of the size, shape, and type shown on the plans in accordance with DMS 6310, "Joint Sealants and Fillers."~~ **Refer to FAA Item P-605 "Joint Sealants for Pavement"**

3. EQUIPMENT

Furnish and maintain all equipment in good working condition. Use measuring, mixing, and delivery equipment conforming to the requirements of Item 421, "Hydraulic Cement Concrete." Obtain approval for other equipment used.

- 3.1. **Placing, Consolidating, and Finishing Equipment.** Provide approved ~~self-propelled~~ paving equipment that uniformly distributes the concrete with minimal segregation and provides a smooth machine-finished consolidated concrete pavement conforming to plan line and grade. Provide an approved automatic grade control system on slip-forming equipment. Provide approved mechanically-operated finishing floats capable of producing a uniformly smooth pavement surface. Provide equipment capable of providing a fine, light water fog mist.

Provide mechanically-operated vibratory equipment capable of adequately consolidating the concrete. Provide immersion vibrators on the paving equipment at sufficiently close intervals to provide uniform vibration and consolidation of the concrete over the entire width and depth of the pavement and in accordance with the manufacturer's recommendations. Provide immersion vibrator units that operate at a frequency in air of at least 8,000 cycles per minute. Provide enough hand-operated immersion vibrators for timely and proper consolidation of the concrete along forms, at all joints and in areas not covered by other vibratory equipment. Surface vibrators may be used to supplement equipment-mounted immersion vibrators. Provide tachometers to verify the proper operation of all vibrators.

For small or irregular areas or when approved, the paving equipment described in this Section is not required.

- 3.2. **Forming Equipment.**

- 3.2.1. **Pavement Forms.** Provide metal side forms of sufficient cross-section, strength, and rigidity to support the paving equipment and resist the impact and vibration of the operation without visible springing or settlement. Use forms that are free from detrimental kinks, bends, or warps that could affect ride quality or alignment. Provide flexible or curved metal or wood forms for curves of 100-ft. radius or less.

- 3.2.2. **Curb Forms.** Provide curb forms for separately placed curbs that are not slipformed that conform to the requirements of Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
- 3.3. **Reinforcing Steel Inserting Equipment.** Provide inserting equipment that accurately inserts and positions reinforcing steel in the plastic concrete parallel to the profile grade and horizontal alignment in accordance to plan details when approved.
- 3.4. **Texturing Equipment.**
- 3.4.1. **Carpet Drag.** Provide a carpet drag mounted on a work bridge or a manual moveable support system. Provide a single piece of carpet of sufficient transverse length to span the full width of the pavement being placed and adjustable so that a sufficient longitudinal length of carpet is in contact with the concrete being placed to produce the desired texture. Obtain approval to vary the length and width of the carpet to accommodate specific applications.
- 3.4.2. **Tining Equipment.** Provide a self-propelled metal tine device equipped with steel tines with cross-section approximately 1/32 in. thick × 1/12 in. wide. Provide tines for transverse tining equipment spaced at approximately 1 in., center-to-center, or provide tines for longitudinal tining equipment spaced at approximately 3/4 in., center-to-center. Manual methods that produce an equivalent texture may be used when it is impractical to use self-propelled equipment, such as for small areas, narrow width sections, and in emergencies due to equipment breakdown.
- 3.5. **Curing Equipment.** Provide a self-propelled machine for applying membrane curing compound using mechanically-pressurized spraying equipment with atomizing nozzles. Provide equipment and controls that maintain the required uniform rate of application over the entire paving area. Provide curing equipment that is independent of all other equipment when required to meet the requirements of Section 360.4.9., "Curing." Hand-operated pressurized spraying equipment with atomizing nozzles may only be used on small or irregular areas, narrow width sections, or in emergencies due to equipment breakdown.
- 3.6. **Sawing Equipment.** Provide power-driven concrete saws to saw the joints shown on the plans. Provide standby power-driven concrete saws during concrete sawing operations. Provide adequate illumination for nighttime sawing.
- 3.7. **Grinding Equipment.** Provide self-propelled powered grinding equipment that is specifically designed to smooth and texture concrete pavement using circular diamond blades when required. Provide equipment with automatic grade control capable of grinding at least a 3-ft. width longitudinally in each pass without damaging the concrete.
- 3.8. **Testing Equipment.** Provide testing equipment regardless of job-control testing responsibilities in accordance with Item 421, "Hydraulic Cement Concrete," unless otherwise shown on the plans or specified.
- 3.9. **Coring Equipment.** Provide coring equipment capable of extracting cores in accordance with the requirements of Tex-424-A when required.
- 3.10. **Miscellaneous Equipment.** Furnish both 10-ft. and 15-ft. steel or magnesium long-handled, standard straightedges. Furnish enough work bridges, long enough to span the pavement, for finishing and inspection operations.

4. CONSTRUCTION

Obtain approval for adjustments to plan grade-line to maintain thickness over minor subgrade or base high spots while maintaining clearances and drainage. Maintain subgrade or base in a smooth, clean, compacted condition in conformity with the required section and established grade until the pavement concrete is placed. Keep subgrade or base damp with water before placing pavement concrete.

Adequately light the active work areas for all nighttime operations. Provide and maintain tools and materials to perform testing.

- 4.1. **Paving and Quality Control Plan.** Submit a paving and quality control plan for approval before beginning pavement construction operations. Include details of all operations in the concrete paving process, including methods to construct transverse joints, methods to consolidate concrete at joints, longitudinal construction joint layout, sequencing, curing, lighting, early opening, leave-outs, sawing, inspection, testing, construction methods, other details and description of all equipment. List certified personnel performing the testing. Submit revisions to the paving and quality control plan for approval.
- 4.2. **Job-Control Testing.** Perform all fresh and hardened concrete job-control testing at the specified frequency unless otherwise shown on the plans. Provide job-control testing personnel meeting the requirements of Item 421, "Hydraulic Cement Concrete." Provide and maintain testing equipment, including strength testing equipment at a location acceptable to the Engineer. Use of a commercial laboratory is acceptable. Maintain all testing equipment calibrated in accordance with pertinent test methods. Make strength-testing equipment available to the Engineer for verification testing.
- Provide the Engineer **or RPR** the opportunity to witness all tests. The Engineer may require a retest if not given the opportunity to witness. Furnish a copy of all test results to the Engineer daily. Check the first few concrete loads for slump and temperature to verify concrete conformance and consistency on start-up production days. Sample and prepare strength-test specimens (2 specimens per test) on the first day of production and for each 3,000 sq. yd. or fraction thereof of concrete pavement thereafter. Prepare at least 1 set of strength- test specimens for each production day. Perform slump and temperature tests each time strength specimens are made. Monitor concrete temperature to ensure that concrete is consistently within the temperature requirements. The Engineer **or RPR** will direct random job-control sampling and testing. Immediately investigate and take corrective action as approved if any Contractor test result, including tests performed for verification purposes, does not meet specification requirements.
- ~~The Engineer will perform job control testing when the testing by the Contractor is waived by the plans; however, this does not waive the Contractor's responsibility for providing materials and work in accordance with this Item.~~
- 4.2.1. **Job-Control Strength.** Use 7-day job-control concrete strength testing in accordance with Tex-448-A or Tex-418-A unless otherwise shown on the plans or permitted.
- Use a compressive strength of 3,200 psi or a lower job-control strength value proven to meet a 28-day compressive strength of 4,000 psi as correlated in accordance with Tex-427-A for 7-day job-control by compressive strength. ~~Use a flexural strength of 450 psi or a lower job-control strength value proven to meet a 28-day flexural strength of 570 psi as correlated in accordance with Tex-427-A for 7-day job-control by flexural strength.~~
- Job control of concrete strength may be correlated to an age other than 7 days in accordance with Tex-427-A when approved. Job-control strength of Class HES concrete is based on the required strength and time.
- Investigate the strength test procedures, the quality of materials, the concrete production operations, and other possible problem areas to determine the cause when a job-control concrete strength test value is more than 10% below the required job-control strength or when 3 consecutive job-control strength values fall below the required job-control strength. Take necessary action to correct the problem, including redesign of the concrete mix if needed. The Engineer may suspend concrete paving if the Contractor is unable to identify, document, and correct the cause of low-strength test values in a timely manner. The Engineer will evaluate the structural adequacy of the pavements if any job-control strength is more than 15% below the required job-control strength. Remove and replace pavements found to be structurally inadequate at no additional cost when directed.
- 4.2.2. **Split-Sample Verification Testing.** Perform split-sample verification testing with the Engineer on random samples taken and split by the Engineer at a rate of at least 1 for every 10 job-control samples. The Engineer will evaluate the results of split-sample verification testing. Immediately investigate and take corrective action as approved when results of split-sample verification testing differ more than the allowable differences shown in Table 1, or the average of 10 job-control strength results and the Engineer's split-sample strength result differ by more than 10%.

Table 1
Verification Testing Limits

Test Method	Allowable Differences
Flexural strength, Tex-448-A	19%
Compressive strength, Tex-418-A	10%

- 4.3. **Reinforcing Steel and Joint Assemblies.** Accurately place and secure in position all reinforcing steel as shown on the plans. Place dowels at mid-depth of the pavement slab, parallel to the surface. Place dowels for transverse contraction joints parallel to the pavement edge. Tolerances for location and alignment of dowels will be shown on the plans. Stagger the lap locations so that no more than 1/3 of the longitudinal steel is spliced in any given 12-ft. width and 2-ft. length of the pavement. Use multiple-piece tie bars, drill and epoxy grout tie bars, or, if approved, mechanically-inserted single-piece tie bars at longitudinal construction joints. Verify that tie bars that are drilled and epoxied or mechanically inserted into concrete at longitudinal construction joints develop a pullout resistance equal to a minimum of 3/4 of the yield strength of the steel after 7 days. Test 15 bars using ASTM E488, except that alternate approved equipment may be used. All 15 tested bars must meet the required pullout strength. Perform corrective measures to provide equivalent pullout resistance if any of the test results do not meet the required minimum pullout strength. Repair damage from testing. Acceptable corrective measures include but are not limited to installation of additional or longer tie bars.
- 4.3.1. **Manual Placement.** Secure reinforcing bars at alternate intersections with wire ties or locking support chairs. Tie all splices with wire.
- 4.3.2. **Mechanical Placement.** Complete the work using manual placement methods described above if mechanical placement of reinforcement results in steel misalignment or improper location, poor concrete consolidation, or other inadequacies.
- 4.4. **Joints.** Install joints as shown on the plans. Joint sealants are not required on concrete pavement that is to be overlaid with asphaltic materials. Clean and seal joints in accordance with ~~Item 438, "Cleaning and Sealing Joints."~~ **FAA Item P-605 "Joint Sealants for Paving"**. Repair excessive spalling of the joint saw groove using an approved method before installing the sealant. Seal all joints before opening the pavement to all traffic. Install a rigid transverse bulkhead, for the reinforcing steel, and shaped accurately to the cross-section of the pavement when placing of concrete is stopped.
- 4.4.1. **Placing Reinforcement at Joints.** Complete and place the assembly of parts at pavement joints at the required location and elevation, with all parts rigidly secured in the required position, when shown on the plans.
- 4.4.2. **Transverse Construction Joints.**
- 4.4.2.1. **Continuously Reinforced Concrete Pavement (CRCP).** Install additional longitudinal reinforcement through the bulkhead when shown on the plans. Protect the reinforcing steel immediately beyond the construction joint from damage, vibration, and impact.
- 4.4.2.2. **Concrete Pavement Contraction Design (CPCD).** Install and rigidly secure a complete joint assembly and bulkhead in the planned transverse contraction joint location when the placing of concrete is intentionally stopped. Install a transverse construction joint either at a planned transverse contraction joint location or mid-slab between planned transverse contraction joints when the placing of concrete is unintentionally stopped. Install tie bars of the size and spacing used in the longitudinal joints for mid-slab construction joints.
- 4.4.2.3. **Curb Joints.** Provide joints in the curb of the same type and location as the adjacent pavement. Use expansion joint material of the same thickness, type, and quality required for the pavement and of the section shown for the curb. Extend expansion joints through the curb. Construct curb joints at all transverse pavement joints. Place reinforcing steel into the plastic concrete pavement for non-monolithic curbs as

shown on the plans unless otherwise approved. Form or saw the weakened plane joint across the full width of concrete pavement and through the monolithic curbs. ~~Construct curb joints in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."~~

- 4.5. **Placing and Removing Forms.** Use clean and oiled forms. Secure forms on a base or firm subgrade that is accurately graded and that provides stable support without deflection and movement by form riding equipment. Pin every form at least at the middle and near each end. Tightly join and key form sections together to prevent relative displacement.

Set side forms far enough in advance of concrete placement to permit inspection. Check conformity of the grade, alignment, and stability of forms immediately before placing concrete, and make all necessary corrections. Use a straightedge or other approved method to test the top of forms to ensure that the ride quality requirements for the completed pavement will be met. Stop paving operations if forms settle or deflect more than 1/8 in. under finishing operations. Reset forms to line and grade, and refinish the concrete surface to correct grade.

Avoid damage to the edge of the pavement when removing forms. Repair damage resulting from form removal and honeycombed areas with a mortar mix within 24 hr. after form removal unless otherwise approved. Clean joint face and repair honeycombed or damaged areas within 24 hr. after a bulkhead for a transverse construction joint has been removed unless otherwise approved. Promptly apply membrane curing compound to the edge of the concrete pavement when forms are removed before 72 hr. after concrete placement.

Forms that are not the same depth as the pavement, but are within 2 in. of that depth are permitted if the subbase is trenched or the full width and length of the form base is supported with a firm material to produce the required pavement thickness. Promptly repair the form trench after use. Use flexible or curved wood or metal forms for curves of 100-ft. radius or less.

- 4.6. **Concrete Delivery.** Clean delivery equipment as necessary to prevent accumulation of old concrete before loading fresh concrete. Use agitated delivery equipment for concrete designed to have a slump of more than 5 in. Segregated concrete is subject to rejection.

Begin the discharge of concrete delivered in agitated delivery equipment conforming to the requirements of Item 421, "Hydraulic Cement Concrete." Place non-agitated concrete within 45 min. after batching. Reduce times as directed when hot weather or other conditions cause quick setting of the concrete.

- 4.7. **Concrete Placement.** Do not allow the pavement edge to deviate from the established paving line by more than 1/2 in. at any point. Place the concrete as near as possible to its final location, and minimize segregation and rehandling. Distribute concrete using shovels where hand spreading is necessary. Do not use rakes or vibrators to distribute concrete.

- 4.7.1. **Consolidation.** Consolidate all concrete by approved mechanical vibrators operated on the front of the paving equipment. Use immersion-type vibrators that simultaneously consolidate the full width of the placement when machine finishing. Keep vibrators from dislodging reinforcement. Use hand-operated vibrators to consolidate concrete along forms, at all joints and in areas not accessible to the machine-mounted vibrators. Do not operate machine-mounted vibrators while the paving equipment is stationary. Vibrator operations are subject to review.

- 4.7.2. **Curbs.** ~~Conform to the requirements of Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter" where curbs are placed separately.~~

- 4.7.3. **Temperature Restrictions.** Place concrete that is between 40°F and 95°F when measured in accordance with Tex-422-A at the time of discharge, except that concrete may be used if it was already in transit when the temperature was found to exceed the allowable maximum. Take immediate corrective action or cease concrete production when the concrete temperature exceeds 95°F.

Do not place concrete when the ambient temperature in the shade is below 40°F and falling unless approved. Concrete may be placed when the ambient temperature in the shade is above 35°F and rising or

above 40°F. Protect the pavement with an approved insulating material capable of protecting the concrete for the specified curing period when temperatures warrant protection against freezing. Submit for approval proposed measures to protect the concrete from anticipated freezing weather for the first 72 hr. after placement. Repair or replace all concrete damaged by freezing.

- 4.8. **Spreading and Finishing.** Finish all concrete pavement with approved self-propelled equipment. Use power-driven spreaders, power-driven vibrators, power-driven strike-off, screed, or approved alternate equipment. Use the transverse finishing equipment to compact and strike-off the concrete to the required section and grade without surface voids. Use float equipment for final finishing. Use concrete with a consistency that allows completion of all finishing operations without addition of water to the surface. Use the minimal amount of water fog mist necessary to maintain a moist surface. Reduce fogging if float or straightedge operations result in excess slurry.

- 4.8.1. **Finished Surface.** ~~Perform sufficient checks with long handled 10 ft. and 15 ft. straightedges on the plastic concrete to ensure the final surface is within the tolerances specified in Surface Test A in Item 585, "Ride Quality for Pavement Surfaces." Check with the straightedge parallel to the centerline.~~

- 4.8.2. **Maintenance of Surface Moisture.** Prevent surface drying of the pavement before application of the curing system by means that may include water fogging, the use of wind screens, and the use of evaporation retardants. Apply evaporation retardant at the manufacturer's recommended rate. Reapply the evaporation retardant as needed to maintain the concrete surface in a moist condition until curing system is applied. Do not use evaporation retardant as a finishing aid. Failure to take acceptable precautions to prevent surface drying of the pavement will be cause for shutdown of pavement operations.

- 4.8.3. **Surface Texturing.** Complete final texturing before the concrete has attained its initial set. Drag the carpet longitudinally along the pavement surface with the carpet contact surface area adjusted to provide a satisfactory coarsely textured surface. Prevent the carpet from getting plugged with grout. Do not perform carpet dragging operations while there is excessive bleed water.

A metal-tine texture finish is required unless otherwise shown on the plans. Provide transverse tining unless otherwise shown on the plans. Immediately following the carpet drag, apply a single coat of evaporation retardant, if needed, at the rate recommended by the manufacturer. Provide the metal-tine finish immediately after the concrete surface has set enough for consistent tining. Operate the metal-tine device to obtain grooves approximately 3/16 in. deep, with a minimum depth of 1/8 in., and approximately 1/12 in. wide. Do not overlap a previously tined area. Use manual methods to achieve similar results on ramps, small or irregular areas, and narrow width sections of pavements. Repair damage to the edge of the slab and joints immediately after texturing. Do not tine pavement that will be overlaid or that is scheduled for blanket diamond grinding or shot blasting.

Target a carpet drag texture of 0.04 in., as measured by Tex-436-A, when carpet drag is the only surface texture required on the plans. Ensure adequate and consistent macro-texture is achieved by applying enough weight to the carpet and by keeping the carpet from getting plugged with grout. Correct any location with a texture less than 0.03 in. by diamond grinding or shot blasting. The Engineer will determine the test locations at points located transversely to the direction of traffic in the outside wheel path.

- 4.8.4. **Small, Irregular Area, or Narrow Width Placements.** Use hand equipment and procedures that produce a consolidated and finished pavement section to the line and grade where machine placements and finishing of concrete pavement are not practical.

- 4.8.5. **Emergency Procedures.** Use hand-operated equipment for applying texture, evaporation retardant, and cure in the event of equipment breakdown.

- 4.9. **Curing.** Keep the concrete pavement surface from drying as described in Section 360.4.8.2., "Maintenance of Surface Moisture," until the curing material has been applied. Maintain and promptly repair damage to curing materials on exposed surfaces of concrete pavement continuously for at least 3 curing days. A curing day is defined as a 24-hr. period when either the temperature taken in the shade away from artificial heat is above 50°F for at least 19 hr. or the surface temperature of the concrete is maintained above 40°F for 24 hr.

Curing begins when the concrete curing system has been applied. Stop concrete paving if curing compound is not being applied promptly and maintained adequately. ~~Other methods of curing in accordance with Item 422, "Concrete Superstructures," may be used when specified or approved.~~

- 4.9.1. **Membrane Curing.** Spray the concrete surface uniformly with 2 coats of membrane curing compound at an individual application rate of no more than 180 sq. ft. per gallon. Apply the curing compound before allowing the concrete surface to dry.

Manage finishing and texturing operations to ensure placement of curing compound on a moist concrete surface, relatively free of bleed water, to prevent any plastic shrinkage cracking. Time the application of curing compound to prevent plastic shrinkage cracking.

Maintain curing compounds in a uniformly agitated condition, free of settlement before and during application. Do not thin or dilute the curing compound.

Apply additional compound at the same rate of coverage to correct damage where the coating shows discontinuities or other defects or if rain falls on the newly coated surface before the film has dried enough to resist damage. Ensure that the curing compound coats the sides of the tining grooves.

- 4.9.2. **Asphalt Curing.** Apply a uniform coating of asphalt curing at a rate of 90 to 180 sq. ft. per gallon when an asphaltic concrete overlay is required. Apply curing immediately after texturing and once the free moisture (sheen) has disappeared. Obtain approval to add water to the emulsion to improve spray distribution. Maintain the asphalt application rate when using diluted emulsions. Maintain the emulsion in a mixed condition during application.

- 4.9.3. **Curing Class HES Concrete.** Provide membrane curing in accordance with Section 360.4.9.1., "Membrane Curing," for all Class HES concrete pavement. Promptly follow by wet mat curing in accordance with Section 422.4.8., "Final Curing," until opening strength is achieved but not less than 24 hr.

- 4.9.4. **Curing Fast-Track Concrete.** Provide wet mat curing unless otherwise shown on the plans or as directed. Cure in accordance with Section 422.4.8., "Final Curing." Apply a Type 1-D or Type 2 membrane cure instead of wet mat curing if the air temperature is below 65°F and insulating blankets are used.

- 4.10. **Sawing Joints.** Saw joints to the depth shown on the plans as soon as sawing can be accomplished without damage to the pavement regardless of time of day or weather conditions. Some minor raveling of the saw-cut is acceptable. Use a chalk line, string line, sawing template, or other approved method to provide a true joint alignment. Provide enough saws to match the paving production rate to ensure sawing completion at the earliest possible time to avoid uncontrolled cracking. Reduce paving production if necessary to ensure timely sawing of joints. Promptly restore membrane cure damaged within the first 72 hr. of curing.

- 4.11. **Protection of Pavement and Opening to Traffic.** Testing for early opening is the responsibility of the Contractor regardless of job-control testing responsibilities unless otherwise shown on the plans or as directed. Testing result interpretation for opening to traffic is subject to approval.

- 4.11.1. **Protection of Pavement.** Erect and maintain barricades and other standard and approved devices that will exclude all vehicles and equipment from the newly placed pavement for the periods specified. Protect the pavement from damage due to crossings using approved methods before opening to traffic. Where a detour is not readily available or economically feasible, an occasional crossing of the roadway with overweight equipment may be permitted for relocating equipment only but not for hauling material. When an occasional crossing of overweight equipment is permitted, temporary matting or other approved methods may be required.

Maintain an adequate supply of sheeting or other material to cover and protect fresh concrete surface from weather damage. Apply as needed to protect the pavement surface from weather.

- 4.11.2. **Opening Pavement to All Traffic.** Pavement that is 7 days old may be opened to all traffic. Clean pavement, place stable material against the pavement edges, seal joints, and perform all other traffic safety related work before opening to traffic.
- 4.11.3. **Opening Pavement to Construction Equipment.** Unless otherwise shown on the plans, concrete pavement may be opened early to concrete paving equipment and related delivery equipment after the concrete is at least 48 hr. old and opening strength has been demonstrated in accordance with Section 360.4.11.4., "Early Opening to All Traffic," before curing is complete. Keep delivery equipment at least 2 ft. from the edge of the concrete pavement. Keep tracks of the paving equipment at least 1 ft. from the pavement edge. Protect textured surfaces from the paving equipment. Restore damaged membrane curing as soon as possible. Repair pavement damaged by paving or delivery equipment before opening to all traffic.
- 4.11.4. **Early Opening to All Traffic.** Concrete pavement may be opened after curing is complete and the concrete has attained a flexural strength of 450 psi or a compressive strength of 3,200 psi, except that pavement using Class HES concrete may be opened after 24 hr. if the specified strength is achieved.
- 4.11.4.1. **Strength Testing.** Test concrete specimens cured under the same conditions as the portion of the pavement involved.
- 4.11.4.2. **Maturity Method.** Use the maturity method, Tex-426-A, to estimate concrete strength for early opening pavement to traffic unless otherwise shown on the plans. Install at least 2 maturity sensors for each day's placement in areas where the maturity method will be used for early opening. Maturity sensors, when used, will be installed near the day's final placement for areas being evaluated for early opening. Use test specimens to verify the strength-maturity relationship in accordance with Tex-426-A, starting with the first day's placement corresponding to the early opening pavement section.
- Verify the strength-maturity relationship at least every 10 days of production after the first day. Establish a new strength-maturity relationship when the strength specimens deviate more than 10% from the maturity-estimated strengths. Suspend use of the maturity method for opening pavements to traffic when the strength-maturity relationship deviates by more than 10% until a new strength-maturity relationship is established.
- The Engineer will determine the frequency of verification when the maturity method is used intermittently or for only specific areas.
- 4.11.5. **Fast Track Concrete Pavement.** Open the pavement after the concrete has been cured for at least 8 hr. and attained a minimum compressive strength of 1,800 psi or a minimum flexural strength of 255 psi when tested in accordance with Section 360.4.11.4.1., "Strength Testing," or Section 360.4.11.4.2., "Maturity Method," unless otherwise directed. Cover the pavement with insulating blankets when the air temperature is below 65°F until the pavement is opened to traffic.
- 4.11.6. **Emergency Opening to Traffic.** Open the pavement to traffic under emergency conditions, when the pavement is at least 72 hr. old when directed in writing. Remove all obstructing materials, place stable material against the pavement edges, and perform other work involved in providing for the safety of traffic as required for emergency opening.
- 4.12. **Pavement Thickness.** The Engineer ~~may direct the contractor will to~~ check the thickness in accordance with Tex-423-A unless other methods are shown on the plans. The Engineer ~~Contractor~~ will perform 1 thickness test consisting of 1 reading at approximately ~~the center of each lane every 500 ft.~~ **1,600 SY** or fraction thereof. Core where directed, in accordance with Tex-424-A, to verify deficiencies of more than 0.2 in. from plan thickness and to determine the limits of deficiencies of more than 0.75 in. from plan thickness. Fill core holes using an approved concrete mixture and method.
- 4.12.1. **Thickness Deficiencies Greater than 0.2 in.** Take one 4-in. diameter core at that location to verify the measurement when any depth test measured in accordance with Tex-423-A is deficient by more than 0.2 in. from the plan thickness.

Take 2 additional cores from the unit (as defined in Section 360.4.12.3., "Pavement Units for Payment Adjustment") at intervals of at least 150 ft. and at selected locations if the core is deficient by more than 0.2 in., but not by more than 0.75 in. from the plan thickness, and determine the thickness of the unit for payment purposes by averaging the length of the 3 cores. In calculations of the average thickness of this unit of pavement, measurements in excess of the specified thickness by more than 0.2 in. will be considered as the specified thickness plus 0.2 in.

- 4.12.2. **Thickness Deficiencies Greater than 0.75 in.** Take additional cores at 10-ft. intervals in each direction parallel to the centerline to determine the boundary of the deficient area if a core is deficient by more than 0.75 in. The Engineer will evaluate any area of pavement found deficient in thickness by more than 0.75 in., but not more than 1 in. Remove and replace the deficient areas without additional compensation or retain deficient areas without compensation, as directed. Remove and replace any area of pavement found deficient in thickness by more than 1 in. without additional compensation.

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

For greater than 0.75 in. deficient thickness, the limits for applying zero payment or requiring removal will be defined by coring or equivalent nondestructive means as determined by the Engineer. The remaining portion of the unit determined to be less than 0.75 in. deficient will be subject to the payment adjustment based on the average core thickness at each end of the 10-ft. interval investigation as determined by the Engineer.

Shoulders will be measured for thickness unless otherwise shown on the plans. Shoulders 6 ft. wide or wider will be considered as lanes. Shoulders less than 6 ft. 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 ft. in length. Areas less than 500 ft. in length will be individually evaluated for payment adjustment based on the plan area.

- ~~4.13. **Ride Quality.** Measure ride quality in accordance with Item 585, "Ride Quality for Pavement Surfaces," unless otherwise shown on the plans.~~

5. MEASUREMENT

This Item will be measured as follows:

- 5.1. **Concrete Pavement.** Concrete pavement will be measured by the square ~~yard~~ **foot** of surface area in place. The surface area includes the portion of the pavement slab extending beneath the curb.
- ~~5.2. **Curb.** Curb on concrete pavement will be measured by the foot in place.~~

6. PAYMENT

These prices are full compensation for materials, equipment, labor, tools, and incidentals.

- 6.1. **Concrete Pavement.** The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the adjusted unit price bid for "Concrete Pavement" of the type and depth specified as adjusted in accordance with Section 360.6.2., "Deficient Thickness Adjustment."
- 6.2. **Deficient Thickness Adjustment.** Where the average thickness of pavement is deficient in thickness by more than 0.2 in. but not more than 0.75 in., payment will be made using the adjustment factor as specified in Table 2 applied to the bid price for the deficient area for each unit as defined under Section 360.4.12.3., "Pavement Units for Payment Adjustment."

Table 2 Deficient Thickness Price Adjustment Factor	
Deficiency in Thickness Determined by Cores (in.)	Proportional Part of Contract Price Allowed (Adjustment Factor)
Not deficient	1.00
Over 0.00 through 0.20	1.00
Over 0.20 through 0.30	0.80
Over 0.30 through 0.40	0.72
Over 0.40 through 0.50	0.68
Over 0.50 through 0.75	0.57

~~6.3. Curb. Work performed and furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Curb" of the type specified.~~

Item 421m Hydraulic Cement Concrete

Modifications

Note: The following is a summary showing where portions of text have been lined through (**example**), this text has been deleted and does not apply to this project. Where portions of text have been bolded and shaded gray (**example**), this text has been added and is binding to this project.

Item 421 Hydraulic Cement Concrete is hereby amended with respect to the paragraphs and sections sited below.

Revise Section 4.6.2., Paragraph 3 as follows:

Adding chemical admixtures or the portion of water withheld is only permitted at the jobsite, under the supervision of the Engineer **ready mix representative**, to adjust the slump or slump flow of the concrete. Do not add water or chemical admixtures to the batch after more than an amount needed to conduct slump testing has been discharged. Turn the drum or blades at least 30 additional revolutions at mixing speed to ensure thorough and uniform mixing of the concrete. When this water is added, do not exceed the approved mix design water-to- cementitious material ratio.

Revise Section 4.6.2., Paragraph 4 as follows:

Before unloading, furnish the delivery ticket for the batch of concrete containing the information **required shown on Department the TxDOT Form** 596, "Concrete Batch Ticket." The Engineer will verify all required information is provided on the delivery tickets. The Engineer may suspend concrete operations until the corrective actions are implemented if delivery tickets do not provide the required information. The Engineer will verify the design water-to-cementitious material ratio is not exceeded.

Revise Section 4.8.2. as follows:

- 4.8.2. **Fresh Concrete.** Provide safe access and assistance to the Engineer **or RPR** during sampling. Fresh concrete will be sampled for testing at the discharge end if using belt conveyors or pumps. When it is impractical to sample at the discharge end, a sample will be taken at the time of discharge from the delivery equipment and correlation testing will be performed and documented to ensure specification requirements are met at the discharge end.

Revise Section 4.8.3.1. as follows:

- 4.8.3.1. **Job-Control Testing.** Perform job-control concrete temperature and slump testing as specified in Table 16 unless otherwise specified. Provide the Engineer **or RPR** the opportunity to witness the testing. The Engineer may require a retest if not given the opportunity to witness. Immediately notify the Engineer of any concrete temperature or slump nonconformity issues. Furnish a copy of all test results to the Engineer daily.

Remove Section 4.8.3.2. as follows:

- 4.8.3.2. ~~**Strength Specimen Handling.** Remove specimens from their molds and deliver Department test specimens to curing facilities within 24 to 48 hr. after molding, in accordance with pertinent test procedures unless otherwise shown on the plans or directed. Clean and prepare molds for reuse if necessary.~~

Revise Section 5., Paragraph 1 as follows:

5. ACCEPTANCE OF CONCRETE

The Engineer **QA laboratory** will sample and test the fresh and hardened concrete for acceptance. The test results will be reported to the Contractor and the concrete supplier. Investigate the quality of the materials, the concrete production operations, and other possible problem areas to determine the cause for any concrete that fails to meet the required strengths as outlined below. Take necessary actions to

correct the problem including redesign of the concrete mix. The Engineer may suspend all concrete operations under the pertinent Items if the Contractor is unable to identify, document, and correct the cause of the low strengths in a timely manner. Resume concrete operations only after obtaining approval for any proposed corrective actions. Concrete failing to meet the required strength as outlined below will be evaluated using the procedures listed in Article 421.6., "Measurement and Payment."

Revise Section 5.1. as follows:

- 5.1. **Structural Concrete.** For concrete classes identified as structural concrete in Table 8, the ~~Engineer~~ **QA laboratory** will make and test 7-day and 28-day specimens. Acceptance will be based on attaining the design strength given in Table 8.

Revise Section 5.3. as follows:

- 5.3. **All Other Concrete.** For concrete classes not identified as structural concrete in Table 8, the ~~Engineer~~ **QA laboratory** will make and test 7-day specimens. The Engineer will base acceptance on the 7-day target value established in accordance with Section 421.4.3., "Concrete Trial Batches."

END OF ITEM 421m

Item 421

Hydraulic Cement Concrete



Note: Where portions of text have been lined through (~~example~~), this text has been deleted and does not apply to this project. Where portions of text have been bolded and shaded gray (**example**), this text has been added and is binding to this project. This process is utilized throughout the FAA specifications.

1. DESCRIPTION

Furnish hydraulic cement concrete for concrete pavements, concrete structures, and other concrete construction.

2. MATERIALS

Use materials from prequalified sources listed on the Department website. Provide coarse and fine aggregates from sources listed in the Department's *Concrete Rated Source Quality Catalog* (CRSQC). Use materials from non-listed sources only when tested and approved by the Engineer before use. Allow 30 calendar days for the Engineer to sample, test, and report results for non-listed sources. Do not combine approved material with unapproved material.

2.1. **Cement.** Furnish cement conforming to DMS-4600, "Hydraulic Cement."

2.2. **Supplementary Cementing Materials (SCM).**

- **Fly Ash.** Furnish fly ash, ultra-fine fly ash (UFFA), and modified Class F fly ash (MFFA) conforming to DMS-4610, "Fly Ash."
- **Slag Cement.** Furnish Slag Cement conforming to DMS-4620, "Ground Granulated Blast Furnace Slag."
- **Silica Fume.** Furnish silica fume conforming to DMS-4630, "Silica Fume."
- **Metakaolin.** Furnish metakaolin conforming to DMS-4635, "Metakaolin."

2.3. **Cementitious Material.** Cementitious materials are the cement and supplementary cementing materials used in concrete.

2.4. **Chemical Admixtures.** Furnish admixtures conforming to DMS-4640, "Chemical Admixtures for Concrete."

2.5. **Water.** Furnish mixing and curing water that is free from oils, acids, organic matter, or other deleterious substances. Water from municipal supplies approved by the Texas Department of Health will not require testing. Provide test reports showing compliance with Table 1 before use when using water from other sources.

Water that is a blend of concrete wash water and other acceptable water sources, certified by the concrete producer as complying with the requirements of both Table 1 and Table 2, may be used as mix water. Test the blended water weekly for 4 weeks for compliance with Table 1 and Table 2 or provide previous test results. Then test every month for compliance. Provide water test results upon request.

Table 1
Chemical Limits for Mix Water

Contaminant	Test Method	Maximum Concentration (ppm or mg/L)
Chloride (Cl)	ASTM C114	
Prestressed concrete		500
Bridge decks & superstructure		500
All other concrete		1,000
Sulfate (SO ₄)	ASTM C114	2,000
Alkalies (Na ₂ O + 0.658K ₂ O)	ASTM C114	600
Total solids	ASTM C1603	50,000

Table 2
Acceptance Criteria for Questionable Water Supplies

Property	Test Method	Limits
Compressive strength, min % control at 7 days	ASTM C31, ASTM C39 ^{1,2}	90
Time of set, deviation from control, h:min.	ASTM C403	From 1:00 early to 1:30 later

1. Base comparisons on fixed proportions and the same volume of test water compared to the control mix using 100% potable water or distilled water.
2. Base comparisons on sets consisting of at least 2 standard specimens made from a composite sample.

Do not use mix water that has an adverse effect on the air-entraining agent, on any other chemical admixture, or on strength or time of set of the concrete. Use mixing and curing water free of iron and other impurities that may cause staining or discoloration when using white hydraulic cement.

2.6. Aggregate.

- 2.6.1. **Coarse Aggregate.** Provide coarse aggregate consisting of durable particles of gravel, crushed blast furnace slag, recycled crushed hydraulic cement concrete, crushed stone, or combinations which are free from frozen material and from injurious amounts of salt, alkali, vegetable matter, or other objectionable material, either free or as an adherent coating. Provide coarse aggregate of uniform quality throughout.

Provide coarse aggregate with the requirements listed in Table 3 unless otherwise shown on the plan.

Table 3
Coarse Aggregate Requirements

Description	Test Method	Limit
Weight of Clay Lumps, % Max	Tex-413-A	0.25
Weight of Shale, % Max		1.0
Weight of Laminated and Friable Particle, % Max		5.0
L.A. Abrasion Wear, % Max	Tex-410-A	40
5-Cycle Magnesium Sulfate Soundness, ^{1,2} non-air-entrained concrete, % Max	Tex-411-A	25
5-Cycle Magnesium Sulfate Soundness, ^{1,3} air-entrained concrete, % Max		18
Loss by Decantation, % Max	Tex-406-A	1.5

1. Recycled crushed hydraulic cement concrete is not subject to 5-cycle magnesium sulfate soundness requirements.
2. Allowed when air-entrained concrete is used at the Contractor's option.
3. Only when air-entrained concrete is required by the plans.

Increase the loss by decantation limit to 3.0% for all classes of concrete and 5.0% for Class A, B, and P if the material finer than the No. 200 sieve is determined to be at least 85% calcium carbonate in accordance with Tex-406-A, Part III, in the case of coarse aggregates made primarily from crushing stone unless otherwise shown on the plans. Provide test results upon request.

Provide coarse aggregate conforming to the gradation requirements shown in Table 4 when tested in accordance with Tex-401-A unless otherwise specified.

Table 4
Coarse Aggregate Gradation Chart

Aggregate Grade No. ¹	Maximum Nominal Size	Percent Passing on Each Sieve								
		2-1/2"	2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8
1	2"	100	80–100	50–85		20–40			0–10	
2	1-1/2"		100	95–100		35–70		10–30	0–10	
3	1-1/2"		100	95–100		60–90	25–60		0–10	
4 (57)	1"			100	95–100		25–60		0–10	0–5
5 (67)	3/4"				100	90–100		20–55	0–10	0–5
6 (7)	1/2"					100	90–100	40–70	0–15	0–5
7	3/8"						100	70–95	0–25	
8	3/8"						100	95–100	20–65	0–10

1. Corresponding ASTM C33 gradation shown in parentheses.

- 2.6.2. **Fine Aggregate.** Provide fine aggregate consisting of clean, hard, durable particles of natural, manufactured sand, recycled crushed hydraulic cement concrete, slag, lightweight aggregate, or a combination thereof. Provide fine aggregate free from frozen material and from injurious amounts of salt, alkali, vegetable matter, or other objectionable material.

Provide fine aggregates with the requirements in Table 5 unless otherwise shown on the plans.

Table 5
Fine Aggregate Requirements

Description	Test Method	Limit
Weight of Clay Lumps, % Max	Tex-413-A	0.50
Organic Impurities ¹	Tex-408-A	Color not darker than standard
Sand Equivalent	Tex-203-F	80
Fineness Modulus	Tex-402-A	2.3 to 3.1

1. Only when air-entrained concrete is specified.

Provide fine aggregate or combinations of aggregates conforming to the gradation requirements shown in Table 6 when tested in accordance with Tex-401-A unless otherwise specified.

Table 6
Fine Aggregate Gradation Chart (Grade 1)

Sieve Size	Percent Passing
3/8"	100
#4	95–100
#8	80–100
#16	50–85
#30	25–65
#50	10–35 ¹
#100	0–10
#200	0–3 ²

1. 6–35 when sand equivalent value is greater than 85.
2. 0–6 for manufactured sand.

- 2.6.3. **Intermediate Aggregate.** Provide intermediate aggregate consisting of clean, hard, durable particles of natural, manufactured sand, slag, recycled crushed hydraulic cement concrete, lightweight aggregate, or a combination thereof when optimized aggregate gradation (OAG) concrete is specified or when used at the Contractor's option. Provide intermediate aggregate free from frozen material and injurious amounts of salt, alkali, vegetable matter, or other objectionable material.

Provide intermediate aggregate with the requirements in Table 7.

Table 7
Intermediate Aggregate Requirements

Description	Test Method	Limit
Weight of Clay Lumps, % Max	Tex-413-A	0.50
L.A. Abrasion Wear, ¹ % Max	Tex-410-A	40
5-Cycle Magnesium Sulfate Soundness, ^{1,2,3} non-air-entrained concrete, % Max	Tex-411-A	25
5-Cycle Magnesium Sulfate Soundness, ^{1,2,4} air-entrained concrete, % Max		18
Organic Impurities ⁵	Tex-408-A	Color not darker than standard
Loss by Decantation, ¹ % Max	Tex-406-A	1.5

1. Only applies to the portion retained on the No. 4 sieve, if more than 30% of the intermediate aggregate is retained on the No. 4 sieve.
2. Recycled crushed hydraulic cement concrete is not subject to 5-cycle magnesium sulfate soundness requirements.
3. Allowed when air-entrained concrete is used at the Contractor's option.
4. Only when air-entrained concrete is required by the plans.
5. Only applies to the portion passing the 3/8 in. sieve, if more than 30% of the intermediate aggregate is passing the 3/8 in. sieve.

For the portion retained on the No. 4 sieve, if more than 30% of the intermediate aggregate is retained on the No. 4 sieve, and in the case of aggregates made primarily from crushing stone, unless otherwise shown on the plans, the loss by decantation may be increased to 3.0% for all classes of concrete and 5.0% for Class A, B, and P if the material finer than the No. 200 sieve is determined to be at least 85% calcium carbonate in accordance with Tex-406-A, Part III. Provide test results upon request.

- 2.7. **Mortar and Grout.** Furnish pre-packaged grouts conforming to DMS-4675, "Cementitious Grouts and Mortars for Miscellaneous Applications," when specified for applications other than post-tension grouting.

Section 421.4.2.6., "Mix Design Options," does not apply for mortar and grout.

- 2.8. **Storage of Materials.**

- 2.8.1. **Cement and Supplementary Cementing Materials.** Store all cement and supplementary cementing materials in weatherproof enclosures that will protect them from dampness or absorption of moisture.

When permitted, small quantities of packaged cementitious material may be stored in the open, on a raised platform, and under waterproof covering for up to 48 hr.

- 2.8.2. **Aggregates.** Handle and store concrete aggregates in a manner that prevents contamination with foreign materials. Clear and level the sites for the stockpiles of all vegetation if the aggregates are stored on the ground and do not use the bottom 6-in. layer of aggregate without cleaning the aggregate before use.

Maintain separate stockpiles and prevent intermixing when conditions require the use of 2 or more grades of coarse aggregates. Separate the stockpiles using physical barriers where space is limited. Store aggregates from different sources in different stockpiles unless the Engineer authorizes pre-blending of the aggregates. Minimize segregation in stockpiles. Remix and test stockpiles when segregation is apparent.

Sprinkle stockpiles to control moisture and temperature as necessary. Maintain reasonably uniform moisture content in aggregate stockpiles.

- 2.8.3. **Chemical Admixtures.** Store admixtures in accordance with manufacturer's recommendations and prevent admixtures from freezing.

3. EQUIPMENT

- 3.1. **Concrete Plants and Mixing Equipment.** Except for volumetric stationary plant or truck (auger) mixers, each plant and truck mixer must be currently certified by the National Ready Mixed Concrete Association (NRMCA) or have an inspection report signed and sealed by a licensed professional engineer showing concrete measuring, mixing, and delivery equipment meets all requirements of ASTM C94. A new certification or signed and sealed report is required every time a plant is moved. Plants with a licensed professional engineer's inspection require re-inspection every 2 yr. Provide a copy of the certification or the

signed and sealed inspection report to the Engineer. Remove equipment or facilities from service until corrected when they fail to meet specification requirements.

When allowed on the plans or by the Engineer, for concrete classes not identified as structural concrete in Table 8 or for Class C concrete not used for bridge-class structures, the Engineer may inspect and approve all plants and trucks instead of the NRMCA or non-Department engineer-sealed certifications. The criteria and frequency of Engineer approval of plants and trucks is the same used for NRMCA certification.

Inspect and furnish inspection reports on the condition of blades and fins and their percent wear from the original manufacturer's design for truck mixers and agitators annually. Repair mixing equipment exhibiting 10% or more wear before use. If an inspection within 12 mo. is not practical, a 2-mo. grace period (for a maximum of 14 mo. between inspections) is permitted.

- 3.1.1. **Scales.** Check all scales before beginning of operations, after each move, or whenever their accuracy or adequacy is questioned, and at least once every 6 mo. Immediately correct deficiencies, and recalibrate. Provide a record of calibration showing scales in compliance with ASTM C94 requirements. Check batching accuracy of volumetric water batching devices at least every 90 days. Check batching accuracy of chemical admixture dispensing devices at least every 6 mo. Perform daily checks as necessary to ensure measuring accuracy.

- 3.1.2. **Volumetric Mixers.** Provide volumetric mixers with rating plates defining the capacity and the performance of the mixer in accordance with the Volumetric Mixer Manufacturers Bureau or equivalent. Provide volumetric mixers that comply with ASTM C685. Provide test data showing mixers meet the uniformity test requirements of Tex-472-A.

Unless allowed on the plans or by the Engineer, volumetric truck (auger) mixers may not supply classes of concrete identified as structural concrete in Table 8.

- 3.1.3. **Agitators and Truck and Stationary Mixers.** Provide stationary and truck mixers capable of combining the ingredients of the concrete into a thoroughly mixed and uniform mass and capable of discharging the concrete so at least 5 of the 6 requirements of Tex-472-A are met.

Perform concrete uniformity tests on mixers or agitators in accordance with Tex-472-A as directed, to resolve issues of mix uniformity and mixer performance.

Perform the mixer or agitator uniformity test at the full rated capacity of the equipment. Remove all equipment that fails the uniformity test from service.

Inspect and maintain mixers and agitators. Keep them free of concrete buildup, and repair or replace worn or damaged blades or fins.

Ensure all mixers have a plate affixed showing manufacturer's recommended operating speed and rated capacity for mixing and agitating.

- 3.2. **Hauling Equipment.** Provide hauling equipment capable of maintaining the mixed concrete in a thoroughly mixed and uniform mass, and discharging the concrete with a satisfactory degree of uniformity.

Provide equipment with smooth, mortar-tight metal containers equipped with gates that prevent accidental discharge of the concrete when using non-agitating equipment for transporting concrete.

Maintain hauling equipment clean and free of built-up concrete.

- 3.3. **Testing Equipment.** Furnish and maintain the following in accordance with the pertinent test procedure unless otherwise shown on the plans or specified:

- sieves necessary to perform aggregate gradation analysis when optimized aggregate gradation is specified,

- equipment necessary to perform Tex-415-A and Tex-422-A,
- equipment necessary to perform Tex-409-A or Tex-425-A,
- test molds,
- curing facilities,
- maturity meters if used, and
- wheelbarrow or other container acceptable for the sampling of the concrete.

Provide strength-testing equipment when required in accordance with the Contract-controlling test unless shown otherwise.

4. CONSTRUCTION

- 4.1. **Classification of Concrete Mix Designs.** Provide classes of concrete meeting the requirements shown in Table 8.

A higher-strength class of concrete with equal or lower water-to-cementitious material (w/cm) ratio may be substituted for the specified class of concrete when approved.

- 4.2. **Mix Design Proportioning.** Furnish mix designs using ACI 211, Tex-470-A, or other approved procedures for the classes of concrete listed in Table 8 unless a design method is indicated on the plans. Perform mix design proportioning by absolute volume method unless otherwise approved. Perform cement replacement using equivalent weight method unless otherwise approved.

Do not exceed the maximum w/cm ratio listed in Table 8 when designing the mixture.

- 4.2.1. **Cementitious Materials.** Do not exceed 700 lb. of cementitious material per cubic yard of concrete unless otherwise specified or approved.

- Use cement of the same type and from the same source for monolithic placements.
- Do not use supplementary cementing materials when white hydraulic cement is specified.

Table 8
Concrete Classes

Class of Concrete	Design Strength, ¹ Min f _c (psi)	Max w/cm Ratio	Coarse Aggregate Grades ^{2,3,4}	Cement Types	Mix Design Options	Exceptions to Mix Design Options	General Usage ⁵
A	3,000	0.60	1–4, 8	I, II, I/II, IL, IP, IS, IT, V	1, 2, 4, & 7	When the cementitious material content does not exceed 520 lb./cu. yd., Class C fly ash may be used instead of Class F fly ash.	Curb, gutter, curb & gutter, conc. retards, sidewalks, driveways, back-up walls, anchors, non-reinforced drilled shafts
B	2,000	0.60	2–7				Riprap, traffic signal controller foundations, small roadside signs, and anchors
C ⁶	3,600	0.45	1–6	I, II, I/II, IP, IS, IT, ⁷ V	1–8		Drilled shafts, bridge substructure, bridge railing, culverts except top slab of direct traffic culverts, headwalls, wing walls, inlets, manholes, concrete traffic barrier (cast-in-place)
E	3,000	0.50	2–5	I, II, I/II, IL, IP, IS, IT, ⁷ V	1–8	When the cementitious material content does not exceed 520 lb./cu. yd., Class C fly ash may be used instead of Class F fly ash.	Seal concrete
F ⁶	Note ⁸	0.45	2–5	I, II, I/II, IP, IS, IT, ⁷ V			Railroad structures; occasionally for bridge piers, columns, or bents

Table 8 (continued)
Concrete Classes

Class of Concrete	Design Strength, ¹ Min f' _c (psi)	Max w/cm Ratio	Coarse Aggregate Grades ^{2,3,4}	Cement Types	Mix Design Options	Exceptions to Mix Design Options	General Usage ⁵
H ⁶	Note ⁸	0.45	3–6	I, II, I/II, III, IP, IS, IT, ⁷ V	1–5	Do not use Type III cement in mass placement concrete. Up to 20% of blended cement may be replaced with listed SCMs when Option 4 is used for precast concrete.	Precast concrete, post-tension members
S ⁶	4,000	0.45	2–5	I, II, I/II, IP, IS, IT, ⁷ V	1–8		Bridge slabs, top slabs, approach slabs of direct traffic culverts
P	See Item 360, "Concrete Pavement."	0.50	2–3	I, II, I/II, IL, IP, IS, IT, V	1–8	When the cementitious material content does not exceed 520 lb./cu. yd., Class C fly ash may be used instead of Class F fly ash.	Concrete pavement
CO ⁶	4,600	0.40	6	I, II, I/II, IP, IS, IT, ⁷ V	1–8		Bridge deck concrete overlay
LMC ⁶	4,000	0.40	6–8				Latex-modified concrete overlay
SS ⁶	3,600	0.45	4–6			Use a minimum cementitious material content of 658 lb./cu. yd. of concrete.	Slurry displacement shafts, underwater drilled shafts
K ⁶	Note ⁸	0.40	Note ⁸	I, II, I/II, III, IP, IS, IT, ⁷ V			Note ⁸
HES	Note ⁸	0.45	Note ⁸	I, IL, II, I/II, III		Mix design options do not apply. 700 lb. of cementitious material per cubic yard limit does not apply.	Concrete pavement, concrete pavement repair
"X" (HPC) _{6,9,10}	Note ¹¹	0.45	Note ¹¹	I, II, I/II, III, IP, IS, IT, ⁷ V	1–5, & 8	Maximum fly ash replacement for Options 1 and 3 may be increased to 45%. Up to 20% of a blended cement may be replaced with listed SCMs for Option 4. Do not use Option 8 for precast concrete.	
"X" (SRC) _{6,9,10}	Note ¹¹	0.45	Note ¹¹	I/II, II, IP, IS, IT, ⁷ V	1–4, & 7	Do not use Class C Fly Ash. Type III-MS may be used where allowed. Type I and Type III cements may be used with Options 1–3, with a maximum w/cm of 0.40. Up to 20% of blended cement may be replaced with listed SCMs when Option 4 is used for precast concrete. Do not use Option 7 for precast concrete.	

- Design strength must be attained within 56 days.
- Do not use Grade 1 coarse aggregate except in massive foundations with 4 in. minimum clear spacing between reinforcing steel bars, unless otherwise permitted. Do not use Grade 1 aggregate in drilled shafts.
- Use Grade 8 aggregate in extruded curbs unless otherwise approved.
- Other grades of coarse aggregate may be used in non-structural concrete classes when allowed by the Engineer.
- For information only.
- Structural concrete classes.
- Do not use Type IT cements containing > 5% limestone.
- As shown on the plans or specified.
- "X" denotes class of concrete shown on the plans or specified.
- (HPC): High Performance Concrete, (SRC): Sulfate Resistant Concrete.
- Same as class of concrete shown on the plans.

4.2.2. **Aggregates.** Recycled crushed hydraulic cement concrete may be used as a coarse or fine aggregate in Class A, B, E, and P concrete. Limit recycled crushed concrete fine aggregate to a maximum of 20% of the fine aggregate.

Use light-colored aggregates when white hydraulic cement is specified.

Use fine aggregate with an acid insoluble residue of at least 60% by weight when tested in accordance with Tex-612-J in all concrete subject to direct traffic.

Use the following equation to determine if the aggregate combination meets the acid insoluble residue requirement when blending fine aggregate or using an intermediate aggregate:

$$\frac{(A_1 \times P_1) + (A_2 \times P_2) + (A_{ia} \times P_{ia})}{100} \geq 60\%$$

where:

A_1 = acid insoluble (%) of fine aggregate 1

A_2 = acid insoluble (%) of fine aggregate 2

A_{ia} = acid insoluble (%) of intermediate aggregate passing the 3/8 in. sieve

P_1 = percent by weight of fine aggregate 1 of the fine aggregate blend

P_2 = percent by weight of fine aggregate 2 of the fine aggregate blend

P_{ia} = percent by weight of intermediate aggregate passing the 3/8 in. sieve

Alternatively to the above equation, blend fine aggregate with a micro-deval loss of less than 12%, when tested in accordance with Tex-461-A, with at least 40% of a fine aggregate with an acid insoluble residue of at least 60%.

- 4.2.3. **Chemical Admixtures.** Do not use Type C, Type E, Type F, or Type G admixtures in Class S bridge deck concrete. Do not use chemical admixtures containing calcium chloride in any concrete.

Use a 30% calcium nitrite solution when a corrosion-inhibiting admixture is required. The corrosion-inhibiting admixture must be set neutral unless otherwise approved. Dose the admixture at the rate of gallons of admixture per cubic yard of concrete shown on the plans.

- 4.2.4. **Air Entrainment.** Use an approved air-entraining admixture when air-entrained concrete is specified, or when an air-entraining admixture is used at the Contractor's option, and do not exceed the manufacturer's recommended dosage. Ensure the minimum entrained air content is at least 3.0% for all classes of concrete except Class P when air-entrained concrete is specified, during trial batch, or when providing previous field data.

- 4.2.5. **Slump.** Provide concrete with a slump in accordance with Table 9 unless otherwise specified. When approved, the slump of a given concrete mix may be increased above the values shown in Table 9 using chemical admixtures, provided the admixture-treated concrete has the same or lower water-to-cementitious material ratio and does not exhibit segregation or excessive bleeding. Request approval to exceed the slump limits in Table 9 sufficiently in advance for proper evaluation by the Engineer.

Perform job-control testing of slump in accordance with Section 421.4.8.3.1., "Job-Control Testing."

**Table 9
Placement Slump Requirements**

General Usage¹	Placement Slump Range,² in.
Walls (over 9 in. thick), caps, columns, piers, approach slabs, concrete overlays	3 to 5
Bridge slabs, top slabs of direct traffic culverts, latex-modified concrete for bridge deck overlays	3 to 5-1/2
Inlets, manholes, walls (less than 9 in. thick), bridge railing, culverts, concrete traffic barrier, concrete pavement (formed), seal concrete	4 to 5-1/2
Precast concrete	4 to 9
Underwater concrete placements	6 to 8-1/2
Drilled shafts, slurry displaced and underwater drilled shafts	See Item 416, "Drilled Shaft Foundations."
Curb, gutter, curb and gutter, concrete retards, sidewalk, driveways, anchors, riprap, small roadside sign foundations, concrete pavement repair, concrete repair	As approved

1. For information only.
2. For fiber reinforced concrete, perform slump before addition of fibers.

4.2.6. Mix Design Options.

4.2.6.1. Option 1. Replace 20% to 35% of the cement with Class F fly ash.

4.2.6.2. Option 2. Replace 35% to 50% of the cement with slag cement or MFFA.

4.2.6.3. Option 3. Replace 35% to 50% of the cement with a combination of Class F fly ash, slag cement, MFFA, UFFA, metakaolin, or silica fume; however, no more than 35% may be fly ash, and no more than 10% may be silica fume.

4.2.6.4. Option 4. Use Type IP, Type IS, or Type IT cement as allowed in Table 5 for each class of concrete. Up to 10% of a Type IP, Type IS, or Type IT cement may be replaced with Class F fly ash, slag cement, or silica fume. Use no more than 10% silica fume in the final cementitious material mixture if the Type IT cement contains silica fume, and silica fume is used to replace the cement.

4.2.6.5. Option 5. Replace 35% to 50% of the cement with a combination of Class C fly ash and at least 6% of silica fume, UFFA, or metakaolin. However, no more than 35% may be Class C fly ash, and no more than 10% may be silica fume.

4.2.6.6. Option 6. Use a lithium nitrate admixture at a minimum dosage determined by testing conducted in accordance with Tex-471-A, "Lithium Dosage Determination Using Accelerated Mortar Bar Testing." Before use of the mix, provide an annual certified test report signed and sealed by a licensed professional engineer, from a laboratory on the Department's MPL, certified by the Construction Division as being capable of testing according to Tex-471-A, "Lithium Dosage Determination Using Accelerated Mortar Bar Testing."

4.2.6.7. Option 7. Ensure the total alkali contribution from the cement in the concrete does not exceed 3.5 lb. per cubic yard of concrete when using hydraulic cement not containing SCMs calculated as follows:

$$\text{lb. alkali per cu. yd.} = \frac{(\text{lb. cement per cu. yd.}) \times (\% \text{ Na}_2\text{O equivalent in cement})}{100}$$

4.2.6.8. Option 8. Perform annual testing as required for any deviations from Options 1–5 or use mix design options listed in Table 10. Laboratories performing ASTM C1260, ASTM C1567, and ASTM C1293 testing must be listed on the Department's MPL. Before use of the mix, provide a certified test report signed and sealed by a licensed professional engineer demonstrating the proposed mixture conforms to the requirements of Table 10.

Provide a certified test report signed and sealed by a licensed professional engineer, when HPC is required, and less than 20% of the cement is replaced with SCMs, demonstrating ASTM C1202 test results indicate the permeability of the concrete is less than 1,500 coulombs tested immediately after either of the following curing schedules:

- Moisture cure specimens 56 days at 73°F.
- Moisture cure specimens 7 days at 73°F followed by 21 days at 100°F.

Table 10
Option 8 Testing and Mix Design Requirements

Scenario	ASTM C1260 Result		Testing Requirements for Mix Design Materials or Prescriptive Mix Design Options ¹
	Mix Design Fine Aggregate	Mix Design Coarse Aggregate	
A	> 0.10%	> 0.10%	Determine the dosage of SCMs needed to limit the 14-day expansion of each aggregate ² to 0.08% when tested individually in accordance with ASTM C1567, or Use a minimum of 40% Class C fly ash with a maximum CaO ³ content of 25%.
B	≤ 0.10%	≤ 0.10%	Use a minimum of 40% Class C fly ash with a maximum CaO ³ content of 25%, or Use any ternary combination which replaces 35% to 50% of cement.
	≤ 0.10%	ASTM C1293 1 yr. Expansion ≤ 0.04%	Use a minimum of 20% of any Class C fly ash, or Use any ternary combination which replaces 35% to 50% of cement.
C	≤ 0.10%	> 0.10%	Determine the dosage of SCMs needed to limit the 14-day expansion of coarse and intermediate ² aggregate to 0.08% when tested individually in accordance with ASTM C1567, or Use a minimum of 40% Class C fly ash with a maximum CaO ³ content of 25%.
D	> 0.10%	≤ 0.10%	Use a minimum of 40% Class C fly ash with a maximum CaO ³ content of 25%, or Use any ternary combination which replaces 35% to 50% of cement.
	> 0.10%	ASTM C1293 1 yr. Expansion ≤ 0.04%	Determine the dosage of SCMs needed to limit the 14-day expansion of fine aggregate to 0.08% when tested in accordance with ASTM C1567.

1. Do not use Class C fly ash if the ASTM C1260 value of the fine, intermediate, or coarse aggregate is 0.30% or greater, unless the fly ash is used as part of a ternary system.
2. Intermediate size aggregates will fall under the requirements of mix design coarse aggregate.
3. Average the CaO content from the previous ten values as listed on the mill certificate.

4.2.7. **Optimized Aggregate Gradation (OAG) Concrete.** The gradation requirements in Table 3 and Table 4 do not apply when OAG concrete is specified or used by the Contractor unless otherwise shown on the plans. Use Tex-470-A to establish the optimized aggregate gradation. Use at least 420 lb. per cubic yard of cementitious material when OAG concrete is used unless otherwise approved. Use a coarse aggregate with a maximum nominal size of 1-1/2 in. for Class P concrete. Use a coarse aggregate for all other classes of concrete with a maximum nominal size not larger than:

- 1/5 the narrowest dimension between sides of forms, or
- 1/3 the depth of slabs, or
- 3/4 the minimum clear spacing between individual reinforcing bars or wires, bundles of bars, individual tendons, bundled tendons, or ducts.

Make necessary adjustments to individual aggregate stockpile proportions during OAG concrete production when the gradation deviates from the optimized gradation requirements.

4.2.8. **Self-Consolidating Concrete (SCC).** Provide SCC meeting the following requirements shown in Table 11 when approved for use in precast concrete. Use concrete with a slump flow that can be placed without vibration and will not segregate or excessively bleed.

Request approval to exceed the slump flow limits sufficiently in advance for proper evaluation by the Engineer.

Table 11
Mix Design Requirements for SCC

Tests	Test Method	Acceptable Limits
Slump Flow for Precast Concrete	ASTM C1611	22 to 27 ¹
T ₅₀ , sec	ASTM C1611	2 to 7
VSI Rating	ASTM C1611	0 or 1
Passing Ability, in.	ASTM C1621	≤ 2
Segregation Column, %	ASTM C1610	≤ 10
Bleeding, %	ASTM C232	≤ 2.5

1. These slump flow limits are generally acceptable for most applications. However, slump flow limits may be adjusted during mix design approval process and when approved by the Engineer.

- 4.3. **Concrete Trial Batches.** Perform preliminary and final trial batches when required by the plans, or when previous satisfactory field data is not available. Submit previous satisfactory field data to the Engineer showing the proposed mix design conforms to specification requirements when trial batches are not required and before concrete is placed.

Perform preliminary and final trial batches for all self-consolidating concrete mix designs.

- 4.3.1. **Preliminary Trial Batches.** Perform all necessary preliminary trial batch testing when required, and provide documentation including mix design, material proportions, and test results substantiating the mix design conforms to specification requirements.

- 4.3.2. **Final Trial batches.** Make all final trial batches using the proposed ingredients in a mixer that is representative of the mixers to be used on the job when required. Make the batch size at least 50% of the mixer's rated capacity. Perform fresh concrete tests for air content and slump, and make, cure, and test strength specimens for compliance with specification requirements. Test at least one set of design strength specimens, consisting of 2 specimens per set, at 7-day, 28-day, and at least one additional age unless otherwise directed. Before placing, provide the Engineer the option of witnessing final trial batches, including the testing of the concrete. If not provided this option, the Engineer may require additional trial batches, including testing, before the concrete is placed.

Conduct all testing listed in Table 11 when performing trial batches for self-consolidating concrete. Make an additional mixture with 3% more water than the preliminary trial batch. Make necessary adjustments to the mix design if this additional mixture does not meet requirements of Table 11. Cast and evaluate mock-ups for precast concrete that are representative of the actual product as directed. Provide the Engineer the option of witnessing final trial batches, including the testing of the concrete and the casting of the mock-ups before placement. If not provided this option, the Engineer may require additional trial batches, including testing and mock-ups, before the concrete is placed.

Establish 7-day compressive strength target values using the following formula for each Class A, B, and E concrete mix designs to be used:

$$\text{Target value} = \text{Minimum design strength} \times \frac{7\text{-day avg. trial batch strength}}{28\text{-day avg. trial batch strength}}$$

Submit previous satisfactory field data, data from a new trial batch, or other evidence showing the change will not adversely affect the relevant properties of the concrete when changes are made to the type, brand, or source of aggregates, cement, SCM, water, or chemical admixtures. Submit the data for approval before making changes to the mix design. A change in vendor does not necessarily constitute a change in materials or source. The Engineer may waive new trial batches when there is a prior record of satisfactory performance with the ingredients. During concrete production, dosage changes of chemical admixtures used in the trial batches will not require a re-evaluation of the mix design.

The Contractor has the option of performing trial batches in conjunction with concrete placements except for SCC mixtures, when new trial batches are required during the course of the project. If the concrete fails to meet any requirement, the Engineer will determine acceptability and payment adjustments.

Establish the strength–maturity relationship in accordance with Tex-426-A when the maturity method is specified or permitted. When using the maturity method, any changes in any of the ingredients, including changes in proportions, will require the development of a new strength–maturity relationship for the mix.

4.3.3. **Mix Design of Record.** Once a trial batch or previously satisfactory field data substantiates the mix design, the proportions and mixing methods used become the mix design of record. Do not exceed mix design water-to-cement ratio.

4.4. **Production Testing.**

4.4.1. **Aggregate Moisture Testing.** Determine moisture content per Tex-409-A or Tex-425-A for coarse, intermediate, and fine aggregates at least twice a week, when there is an apparent change, or for new shipments of aggregate. When aggregate hoppers or storage bins are equipped with properly maintained electronic moisture probes for continuous moisture determination, moisture tests per Tex-409-A or Tex-425-A are not required. Electronic moisture probes, however, must be verified at least every 90 days against Tex-409-A and be accurate to within 1.0% of the actual moisture content.

When producing SCC, and when aggregate hoppers or storage bins are not equipped with electric moisture probes, determine the moisture content of the aggregates before producing the first concrete batch each day. Thereafter, determine the moisture content every 4 hr. or when there is an apparent change while SCC is being produced.

4.4.2. **Aggregate Gradation Testing.** Perform a sieve analysis in accordance with Tex-401-A on each stockpile used in the blend at least one day before producing OAG concrete when producing optimized aggregate gradation concrete. Perform sieve analysis on each stockpile after every 10,000 cubic yards of OAG concrete produced. Provide sieve analysis data to the Engineer.

4.5. **Measurement of Materials.**

4.5.1. **Non-Volumetric Mixers.** Measure aggregates by weight. Correct batch weight measurements for aggregate moisture content. Measure mixing water, consisting of water added to the batch, ice added to the batch, water occurring as surface moisture on the aggregates, and water introduced in the form of admixtures, by volume or weight. Measure ice by weight. Measure cement and supplementary cementing materials in a hopper and on a separate scale from those used for other materials. Measure the cement first when measuring the cumulative weight. Measure concrete chemical admixtures by weight or volume. Measure batch materials within the tolerances of Table 12.

Table 12
Mix Design Batching Tolerances—Non-Volumetric Mixers

Material	Tolerance (%)
Cement, wt.	-1 to +3
SCM, wt.	-1 to +3
Cement + SCM (cumulative weighing), wt.	-1 to +3
Water, wt. or volume	±3 ¹
Fine aggregate, wt.	±2
Coarse aggregate, wt.	±2
Fine + coarse aggregate (cumulative weighing), wt.	±1
Chemical admixtures, wt. or volume	±3

1. Allowable deviation from target weight not including water withheld or moisture in the aggregate. The Engineer will verify the water-to-cementitious material ratio is within specified limits.

Ensure the quantity measured, when measuring cementitious materials at less than 30% of scale capacity, is accurate to not less than the required amount and not more than 4% in excess. Ensure the cumulative quantity, when measuring aggregates in a cumulative weigh batcher at less than 30% of the scale capacity,

is measured accurate to $\pm 0.3\%$ of scale capacity or $\pm 3\%$ of the required cumulative weight, whichever is less.

Measure cement in number of bags under special circumstances when approved. Use the weights listed on the packaging. Weighing bags of cement is not required. Ensure fractional bags are not used except for small hand-mixed batches of approximately 5 cu. ft. or less and when an approved method of volumetric or weight measurement is used.

- 4.5.2. **Volumetric Mixers.** Provide an accurate method of measuring all ingredients by volume, and calibrate equipment to assure correct measurement of materials within the specified tolerances. Base tolerances on volume–weight relationship established by calibration, and measure the various ingredients within the tolerances of Table 13. Correct batch measurements for aggregate moisture content.

Table 13
Mix Design Batching Tolerances—Volumetric Mixers

Material	Tolerance
Cement, wt. %	0 to +4
SCM, wt. %	0 to +4
Fine aggregate, wt. %	± 2
Coarse aggregate, wt. %	± 2
Admixtures, wt. or volume %	± 3
Water, wt. or volume %	± 1

- 4.6. **Mixing and Delivering Concrete.**

- 4.6.1. **Mixing Concrete.** Operate mixers and agitators within the limits of the rated capacity and speed of rotation for mixing and agitation as designated by the manufacturer of the equipment. Provide concrete in a thoroughly mixed and uniform mass with a satisfactory degree of uniformity when tested in accordance with Tex-472-A.

Do not top-load new concrete onto returned concrete.

Adjust mixing times and batching operations as necessary when the concrete contains silica fume to ensure the material is completely and uniformly dispersed in the mix. The dispersion of the silica fume within the mix will be verified by the Construction Division, Materials and Pavements Section, using cylinders made from trial batches. Make necessary changes to the batching operations, if uniform dispersion is not achieved, until uniform and complete dispersion of the silica fume is achieved.

Mix concrete by hand methods or in a small motor-driven mixer when permitted, for small placements of less than 2 cu. yd. For such placements, proportion the mix by volume or weight.

- 4.6.2. **Delivering Concrete.** Deliver concrete to the project in a thoroughly mixed and uniform mass, and discharge the concrete with a satisfactory degree of uniformity. Conduct testing in accordance with Tex-472-A when there is a reason to suspect the uniformity of concrete and as directed.

Maintain concrete delivery and placement rates sufficient to prevent cold joints.

Adding chemical admixtures or the portion of water withheld is only permitted at the jobsite, under the supervision of the Engineer **ready mix representative**, to adjust the slump or slump flow of the concrete. Do not add water or chemical admixtures to the batch after more than an amount needed to conduct slump testing has been discharged. Turn the drum or blades at least 30 additional revolutions at mixing speed to ensure thorough and uniform mixing of the concrete. When this water is added, do not exceed the approved mix design water-to- cementitious material ratio.

Before unloading, furnish the delivery ticket for the batch of concrete containing the information required shown on Department the TxDOT Form 596, "Concrete Batch Ticket." The Engineer will verify all required information is provided on the delivery tickets. The Engineer may suspend concrete operations until the corrective actions are implemented if delivery tickets do not provide the required information. The Engineer will verify the design water-to-cementitious material ratio is not exceeded.

Begin the discharge of concrete delivered in truck mixers within the times listed in Table 14. Concrete may be discharged after these times provided the concrete temperature and slump meet the requirements listed in this Item and other pertinent Items. Perform these tests with certified testing personnel per Section 421.4.8.1., "Certification of Testing Personnel." Provide the Engineer or RPR the option of witnessing testing of the concrete. If not provided this option, the Engineer may require additional testing before the concrete is placed.

Table 14
Concrete Discharge Times

Fresh Concrete Temperature, °F	Max Time After Batching for Concrete Not Containing Type B or D Admixtures, min.	Max Time After Batching for Concrete Containing Type B or D Admixtures, ¹ min.
90 and above	45	75
75 ≤ T < 90	60	90
T < 75	90	120

1. Concrete must contain at least the minimum manufacturer's recommended dosage of Type B or D admixture.

4.7. **Placing, Finishing, and Curing Concrete.** Place, finish, and cure concrete in accordance with the pertinent Items.

4.8. **Sampling and Testing of Concrete.** Unless otherwise specified, all fresh and hardened concrete is subject to testing as follows:

4.8.1. **Certification of Testing Personnel.** Contractor personnel performing testing must be either ACI-certified or qualified by a Department-recognized equivalent written and performance testing program for the tests being performed. Personnel performing these tests are subject to Department approval. Use of a commercial laboratory is permitted at the Contractor's option. All personnel performing testing using the maturity method must be qualified by a training program recognized by the Department before using this method on the job.

4.8.2. **Fresh Concrete.** Provide safe access and assistance to the Engineer or RPR during sampling. Fresh concrete will be sampled for testing at the discharge end if using belt conveyors or pumps. When it is impractical to sample at the discharge end, a sample will be taken at the time of discharge from the delivery equipment and correlation testing will be performed and documented to ensure specification requirements are met at the discharge end.

4.8.3. **Testing of Fresh Concrete.** Test for the fresh properties listed in Table 15.

Table 15
Fresh Concrete Tests

Tests	Test Methods
Slump ¹	Tex-415-A
Temperature ¹	Tex-422-A
Air Content ²	Tex-414-A, Tex-416-A or ASTM C457

1. Job-control testing performed by the Contractor.
2. Only required during concrete trial batch when air-entrained concrete is specified on the plans.

Concrete with a slump lower than the minimum placement slump in Table 9 after the addition of all water withheld, or concrete exhibiting segregation and excessive bleeding may be rejected.

4.8.3.1. **Job-Control Testing.** Perform job-control concrete temperature and slump testing as specified in Table 16 unless otherwise specified. Provide the Engineer or RPR the opportunity to witness the testing. The Engineer may require a retest if not given the opportunity to witness. Immediately notify the Engineer of any concrete temperature or slump nonconformity issues. Furnish a copy of all test results to the Engineer daily.

Table 16
Job-Control Testing Frequencies

Concrete Placements	Frequency
Bridge Deck Placements	Test the first few loads, then every fifth load delivered.
All Other Structural Class Concrete Placements	One test every 60 cu. yd. or fraction thereof.
Non-Structural Class Concrete Placements	One test every 180 cu. yd. or fraction thereof.

Immediately resample and retest the concrete slump when the concrete exceeds the slump range at time of placement. If the concrete exceeds the slump range after the retest, and is used at the Contractor's option, the Engineer will make strength specimens as specified in Article 421.5., "Acceptance of Concrete."

~~4.8.3.2. **Strength Specimen Handling.** Remove specimens from their molds and deliver Department test specimens to curing facilities within 24 to 48 hr. after molding, in accordance with pertinent test procedures unless otherwise shown on the plans or directed. Clean and prepare molds for reuse if necessary.~~

5. ACCEPTANCE OF CONCRETE

The ~~Engineer~~ **QA laboratory** will sample and test the fresh and hardened concrete for acceptance. The test results will be reported to the Contractor and the concrete supplier. Investigate the quality of the materials, the concrete production operations, and other possible problem areas to determine the cause for any concrete that fails to meet the required strengths as outlined below. Take necessary actions to correct the problem including redesign of the concrete mix. The Engineer may suspend all concrete operations under the pertinent Items if the Contractor is unable to identify, document, and correct the cause of the low strengths in a timely manner. Resume concrete operations only after obtaining approval for any proposed corrective actions. Concrete failing to meet the required strength as outlined below will be evaluated using the procedures listed in Article 421.6., "Measurement and Payment."

- 5.1. **Structural Concrete.** For concrete classes identified as structural concrete in Table 8, the ~~Engineer~~ **QA laboratory** will make and test 7-day and 28-day specimens. Acceptance will be based on attaining the design strength given in Table 8.
- 5.2. **Class P and Class HES.** The Engineer will base acceptance in accordance with Item 360, "Concrete Pavement," and Item 361, "Repair of Concrete Pavement."
- 5.3. **All Other Concrete.** For concrete classes not identified as structural concrete in Table 8, the ~~Engineer~~ **QA laboratory** will make and test 7-day specimens. The Engineer will base acceptance on the 7-day target value established in accordance with Section 421.4.3., "Concrete Trial Batches."

6. MEASUREMENT AND PAYMENT

The work performed, materials furnished, equipment, labor, tools, and incidentals will not be measured or paid for directly but will be subsidiary to pertinent Items.

The following procedure will be used to evaluate concrete where one or more project acceptance test specimens fail to meet the required design strength specified in this Item or on the plans:

- The concrete for a given placement will be considered structurally adequate and accepted at full price if the average of all test results for specimens made at the time of placement meets the required design strength provided no single test result is less than 85% of the required design strength.
- The Engineer will perform a structural review of the concrete to determine its adequacy to remain in service if the average of all test results for specimens made at the time of placement is less than the required design strength or if any test results are less than 85% of the required design strength. If the in-situ concrete strength is needed for the structural review, take cores at locations designated by the

Engineer in accordance with Tex-424-A. The Engineer will test the cores. The coring and testing will be at the Contractor's expense.

- If all of the tested cores meet the required design strength, the concrete will be paid for at full price.
- If any of the tested cores do not meet the required design strength, but the average strength attained is determined to be structurally adequate, the Engineer will determine the limits of the pay adjustment using the following formula:

$$A = B_p \left[-5.37 \left(\frac{S_a}{S_s} \right)^2 + 11.69 \left(\frac{S_a}{S_s} \right) - 5.32 \right]$$

where:

A = Amount to be paid per unit of measure for the entire placement in question

S_a = Actual average strength from cylinders or cores. Use values from cores, if taken.

S_s = Minimum required strength (specified)

B_p = Unit Bid Price

- If the structural review determines the concrete is not adequate to remain in service, the Engineer will determine the limits of the concrete to be removed.
- The decision to reject structurally inadequate concrete or to apply the pay adjustment factor will be made no later than 56 days after placement.

Item 440

Reinforcement for Concrete



Note: Where portions of text have been lined through (~~example~~), this text has been deleted and does not apply to this project. Where portions of text have been bolded and shaded gray (**example**), this text has been added and is binding to this project. This process is utilized throughout the FAA specifications.

1. DESCRIPTION

Furnish and place reinforcement of the type, size, and details shown on the plans.

2. MATERIALS

Use deformed steel bar reinforcement unless otherwise specified or allowed.

- 2.1. **Approved Mills.** Before furnishing steel, producing mills of reinforcing steel for the Department must be pre-approved in accordance with DMS-7320, "Qualification Procedure for Reinforcing Steel Producing Mills," by the Construction Division. The Department's MPL has a list of approved producing mills. Reinforcing steel obtained from unapproved sources will not be accepted.

Contact the Construction Division with the name and location of the producing mill for stainless reinforcing steel, low carbon/chromium reinforcing steel, or dual-coated reinforcing steel at least 4 weeks before ordering any material.

- 2.2. **Deformed Steel Bar Reinforcement.** Provide deformed reinforcing steel conforming to one of the following:

- ASTM A615, Grades 60, 75, or 80;
- ASTM A996, Type A, Grade 60;
- ASTM A996, Type R, Grade 60, permitted in concrete pavement only (Furnish ASTM A996, Type R bars as straight bars only and do not bend them. Bend tests are not required.); or
- ASTM A706, Grades 60 or 80.

Provide the grade of reinforcing steel shown on the plans. Provide Grade 60 if no grade is shown.

The nominal size, area, and weight of reinforcing steel bars this Item covers are shown in Table 1.

Table 1
Size, Area, and Weight of Reinforcing Steel Bars

Bar Size Number (in.)	Diameter (in.)	Area (sq. in.)	Weight per Foot (lbs.)
3	0.375	0.11	0.376
4	0.500	0.20	0.668
5	0.625	0.31	1.043
6	0.750	0.44	1.502
7	0.875	0.60	2.044
8	1.000	0.79	2.670
9	1.128	1.00	3.400
10	1.270	1.27	4.303
11	1.410	1.56	5.313
14	1.693	2.25	7.650
18	2.257	4.00	13.60

- 2.3. **Smooth Steel Bar Reinforcement.** Provide smooth bars for concrete pavement with a yield strength of at least 60 ksi and meeting ASTM A615. Provide steel conforming to ASTM A615 or meet the physical requirements of ASTM A36 for smooth bars that are larger than No. 3. Designate smooth bars by size number up to No. 4 and by diameter in inches above No. 4.

- 2.4. **Spiral Reinforcement.** Provide bars or wire for spiral reinforcement of the grade and minimum size or gauge shown on the plans.

Provide smooth or deformed wire conforming to ASTM A1064. Provide bars conforming to ASTM A615; ASTM A996, Type A; or ASTM A675, Grade 80, meeting dimensional requirements of ASTM A615.

- 2.5. **Weldable Reinforcing Steel.** Provide reinforcing steel conforming to ASTM A706 or with a maximum carbon equivalent (C.E.) of 0.55% if welding of reinforcing steel is required or desired. Provide a report showing the percentages of elements necessary to establish C.E. for reinforcing steel that does not meet ASTM A706, in order to be structurally welded. These requirements do not pertain to miscellaneous welds on reinforcing steel as defined in Section 448.4.2.1.1., "Miscellaneous Welding Applications."

Calculate C.E. using the following formula:

$$C.E. = \%C + \frac{\%Mn}{6} + \frac{\%Cu}{40} + \frac{\%Ni}{20} + \frac{\%Cr}{10} - \frac{\%Mo}{50} - \frac{\%V}{10}$$

Do not weld stainless reinforcing steel without permission from the Engineer. Provide stainless reinforcing steel suitable for welding, if required, and submit welding procedures and electrodes to the Engineer for approval.

- 2.6. **Welded Wire Reinforcement.** Provide welded wire reinforcement (WWR) conforming to ASTM A1064. Observe the relations shown in Table 2 among size number, diameter in inches, and area when ordering wire by size numbers, unless otherwise specified. Precede the size number for deformed wire with "D" and for smooth wire with "W."

Designate WWR as shown in the following example: 6 × 12 – W16 × W8 (indicating 6-in. longitudinal wire spacing and 12-in. transverse wire spacing with smooth No. 16 wire longitudinally and smooth No. 8 wire transversely).

Table 2
Wire Size Number, Diameter, and Area

Size Number (in.)	Diameter (in.)	Area (sq. in.)
31	0.628	0.310
30	0.618	0.300
28	0.597	0.280
26	0.575	0.260
24	0.553	0.240
22	0.529	0.220
20	0.505	0.200
18	0.479	0.180
16	0.451	0.160
14	0.422	0.140
12	0.391	0.120
10	0.357	0.100
8	0.319	0.080
7	0.299	0.070
6	0.276	0.060
5.5	0.265	0.055
5	0.252	0.050
4.5	0.239	0.045
4	0.226	0.040
3.5	0.211	0.035
2.9	0.192	0.035
2.5	0.178	0.025
2	0.160	0.020
1.4	0.134	0.014
1.2	0.124	0.012
0.5	0.080	0.005

Note—Size numbers (in.) are the nominal cross-sectional area of the wire in hundredths of a square inch. Fractional sizes between the sizes listed above are also available and acceptable for use.

2.7.

Epoxy Coating. Provide epoxy coated reinforcing steel as shown on the plans. Before furnishing epoxy coated reinforcing steel, an epoxy applicator must be pre-approved in accordance with DMS-7330, "Qualification Procedure for Reinforcing Steel Epoxy Coating Applicators." The Department's MPL has a list of approved applicators.

Furnish coated reinforcing steel meeting the requirements in Table 3.

Table 3
Epoxy Coating Requirements for Reinforcing Steel

Material	Specification
Bar	ASTM A775 or A934
Wire or WWR	ASTM A884 Class A or B
Mechanical couplers	As shown on the plans
Hardware	As shown on the plans

Use epoxy coating material and coating repair material that complies with DMS-8130, "Epoxy Powder Coating for Reinforcing Steel." Patch no more than 1/4-in. total length in any foot at the applicator's plant.

Maintain identification of all reinforcing steel throughout the coating and fabrication process and until delivery to the project site.

Furnish 1 copy of a written certification verifying the coated reinforcing steel meets the requirements of this Item and 1 copy of the manufacturer's control tests.

2.8.

Mechanical Couplers. Use couplers of the type specified in DMS-4510, "Mechanical Couplers for Reinforcing Steel," Article 4510.5.A, "General Requirements" when mechanical splices in reinforcing steel bars are shown on the plans.

Furnish only couplers pre-qualified in accordance with DMS-4510, "Mechanical Couplers for Reinforcing Steel." Ensure sleeve-wedge type couplers are not used on coated reinforcing. Sample and test couplers for use on individual projects in accordance with DMS-4510, "Mechanical Couplers for Reinforcing Steel." Furnish couplers only at locations shown on the plans.

Furnish couplers for stainless reinforcing steel with the same alloy designation as the reinforcing steel.

2.9. **Fibers.** Supply fibers conforming to DMS-4550 "Fibers for Concrete" at the minimum dosage listed in the Department's MPL, when allowed by the plans. Use non-metallic fibers when shown on the plans.

2.10. **Stainless Reinforcing Steel.** Provide deformed steel bars of the types listed in Table 4 and conforming to ASTM A955, Grade 60 or higher when stainless reinforcing steel is required on the plans.

Table 4
Acceptable Types of Deformed Stainless Steel Bar

UNS Designation	S31653	S31803	S24100	S32304
AISI Type	316LN	2205	XM-28	2304

2.11. **Low Carbon/Chromium Reinforcing Steel.** Provide deformed steel bars conforming to ASTM A1035, Grade 100 when low carbon/chromium reinforcing steel is required on the plans.

2.12. **Dual-Coated Reinforcing Steel.** Provide deformed bars conforming to ASTM A1055, Grade 60 or higher when dual-coated reinforcing steel is required on the plans.

2.13. **Glass Fiber Reinforced Polymer Bars (GFRP).** Provide bars conforming to the AASHTO LRFD *Bridge Design Guide Specifications for GFRP-Reinforced Concrete Bridge Decks and Traffic Railings*, Section 4, "Material Specifications" when GFRP bars are required on the plans. Provide sample certification demonstrating the GFRP bar supplier has produced bar that meets the Material Specifications 2 mo. before fabrication. Furnish certification upon shipment that the GFRP bar supplied meets the Material Specifications.

3. CONSTRUCTION

3.1. **Bending.** Fabricate reinforcing steel bars as prescribed in the CRSI *Manual of Standard Practice* to the shapes and dimensions shown on the plans. Fabricate in the shop if possible. Field-fabricate, if permitted, using a method approved by the Engineer. Replace improperly fabricated, damaged, or broken bars at no additional expense to the Department. Repair damaged or broken bars embedded in a previous concrete placement using a method approved by the Engineer.

Unless otherwise shown on the plans, the inside diameter of bar bends, in terms of the nominal bar diameter (d), must be as shown in Table 5.

Table 5
Minimum Inside Diameter of Bar Bends

Bend	Bar Size Number (in.)	Pin Diameter
Bends of 90° and greater in stirrups, ties, and other secondary bars that enclose another bar in the bend	3, 4, 5	4d
	6, 7, 8	6d
Bends in main bars and in secondary bars not covered above	3 through 8	6d
	9, 10, 11	8d
	14, 18	10d

Bend-test representative specimens as described for smaller bars in the applicable ASTM specification where bending No. 14 or No. 18 Grade 60 bars is required. Make the required 90° bend around a pin with a diameter of 10 times the nominal diameter of the bar.

Bend stainless reinforcing steel in accordance with ASTM A955.

3.2. **Tolerances.** Fabrication tolerances for bars are shown in Figure 1.

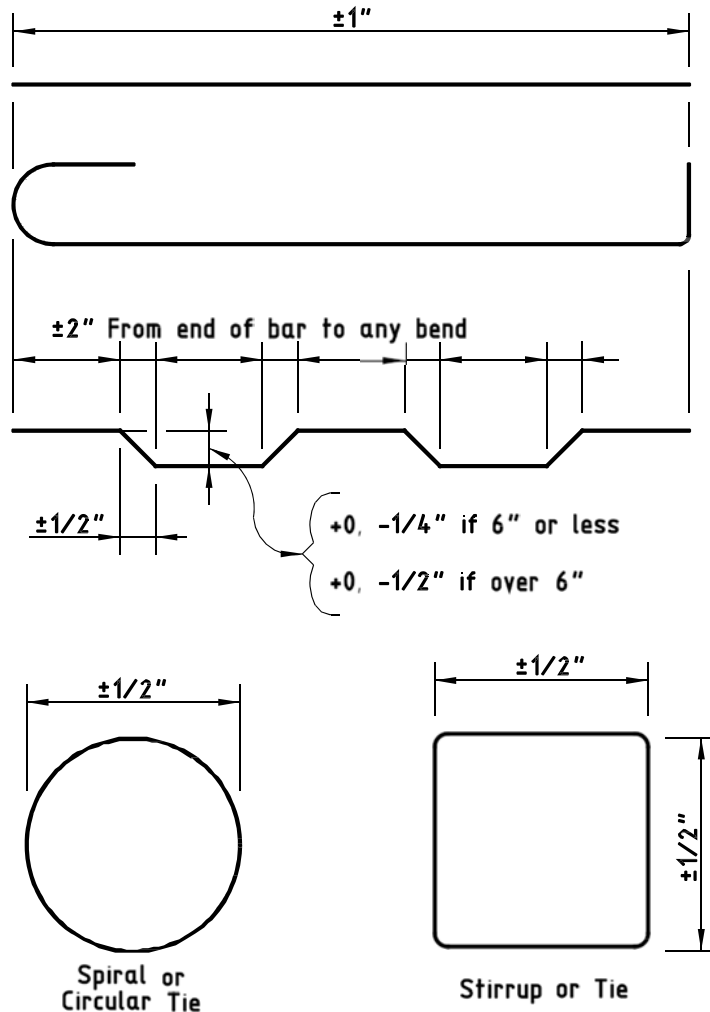


Figure 1
Fabrication Tolerances for Bars

- 3.3. **Storage.** Store reinforcement above the ground on platforms, skids, or other supports, and protect it from damage and deterioration. Ensure reinforcement is free from dirt, paint, grease, oil, and other foreign materials when it is placed in the work. Use reinforcement free from defects such as cracks and delaminations. Rust, surface seams, surface irregularities, or mill scale will not be cause for rejection if the minimum cross-sectional area of a hand wire-brushed specimen meets the requirements for the size of steel specified.

Do not allow stainless reinforcing steel to be in direct contact with uncoated reinforcing steel, nor with galvanized reinforcing steel. This does not apply to stainless steel wires and ties. Store stainless reinforcing steel separately, off the ground on wooden supports.

- 3.4. **Splices.** Lap-splice, weld-splice, or mechanically splice bars as shown on the plans. Additional splices not shown on the plans will require approval. Splices not shown on the plans will be permitted in slabs no more than 15 in. in thickness, columns, walls, and parapets.
- Do not splice bars less than 30 ft. in plan length unless otherwise approved. For bars exceeding 30 ft. in plan length, the distance center-to-center of splices must be at least 30 ft. minus 1 splice length, with no more than 1 individual bar length less than 10 ft. Make lap splices not shown on the plans, but otherwise

permitted, in accordance with Table 6. Maintain the specified concrete cover and spacing at splices, and place the lap-spliced bars in contact, securely tied together.

Table 6
Minimum Lap Requirements for Steel Bar Sizes through No. 11

Bar Size Number (in.)	Uncoated Lap Length	Coated Lap Length
3	1 ft. 4 in.	2 ft. 0 in.
4	1 ft. 9 in.	2 ft. 8 in.
5	2 ft. 2 in.	3 ft. 3 in.
6	2 ft. 7 in.	3 ft. 11 in.
7	3 ft. 5 in.	5 ft. 2 in.
8	4 ft. 6 in.	6 ft. 9 in.
9	5 ft. 8 in.	8 ft. 6 in.
10	7 ft. 3 in.	10 ft. 11 in.
11	8 ft. 11 in.	13 ft. 5 in.

- Do not lap No. 14 or No. 18 bars.
- Lap spiral steel at least 1 turn.
- Splice WWR using a lap length that includes the overlap of at least 2 cross wires plus 2 in. on each sheet or roll. Splices using bars that develop equivalent strength and are lapped in accordance with Table 6 are permitted.
- Lap the existing longitudinal bars with the new bars as shown in Table 6 for box culvert extensions with less than 1 ft. of fill. Lap at least 1 ft. 0 in. for extensions with more than 1 ft. of fill.
- Ensure welded splices conform to the requirements of the plans and of Item 448, "Structural Field Welding." Field-prepare ends of reinforcing bars if they will be butt-welded. Delivered bars must be long enough to permit weld preparation.
- Install mechanical coupling devices in accordance with the manufacturer's recommendations at locations shown on the plans. Protect threaded male or female connections, and ensure the threaded connections are clean when making the connection. Do not repair damaged threads.
- Mechanical coupler alternate equivalent strength arrangements, to be accomplished by substituting larger bar sizes or more bars, will be considered if approved in writing before fabrication of the systems.

3.5. **Placing.** Place reinforcement as near as possible to the position shown on the plans. Do not vary bars from plan placement by more than 1/12 of the spacing between bars in the plane of the bar parallel to the nearest surface of concrete. Do not vary bars from plan placement by more than 1/4 in in the plane of the bar perpendicular to the nearest surface of concrete. Provide a minimum 1-in. clear cover of concrete to the nearest surface of bar unless otherwise shown on the plans.

For bridge slabs, the clear cover tolerance for the top mat of reinforcement is -0, +1/2 in.

Locate the reinforcement accurately in the forms, and hold it firmly in place before and during concrete placement by means of bar supports that are adequate in strength and number to prevent displacement and keep the reinforcement at the proper distance from the forms. Provide bar supports in accordance with the CRSI *Manual of Standard Practice*. Use Class 1 supports, approved plastic bar supports, precast mortar, or concrete blocks when supports are in contact with removable or stay-in-place forms. Use Class 3 supports in slab overlays on concrete panels or on existing concrete slabs. Bar supports in contact with soil or subgrade must be approved.

Use Class 1A supports with epoxy coated reinforcing steel. Provide epoxy or plastic coated tie wires and clips for use with epoxy coated reinforcing steel.

Use mortar or concrete with a minimum compressive strength of 5,000 psi for precast bar supports. Provide a suitable tie wire in each block for anchoring to the bar.

Place individual bar supports in rows at 4-ft. maximum spacing in each direction. Place continuous type bar supports at 4-ft. maximum spacing. Use continuous bar supports with permanent metal deck forms.

The exposure of the ends of longitudinals, stirrups, and spacers used to position the reinforcement in concrete pipe and storm drains is not cause for rejection.

Tie reinforcement for bridge slabs and top slabs of direct traffic culverts at all intersections, except tie only alternate intersections where spacing is less than 1 ft. in each direction. Tie the bars at enough intersections to provide a rigid cage of reinforcement for reinforcement cages for other structural members. Fasten mats of WWR securely at the ends and edges.

Clean mortar, mud, dirt, debris, oil, and other foreign material from the reinforcement before concrete placement. Do not place concrete until authorized.

Stop placement until corrective measures are taken if reinforcement is not adequately supported or tied to resist settlement, reinforcement is floating upward, truss bars are overturning, or movement is detected in any direction during concrete placement.

3.6. **Handling, Placing, and Repairing Epoxy Coated Reinforcing Steel.**

3.6.1. **Handling.** Provide systems for handling coated reinforcing steel with padded contact areas. Pad bundling bands or use suitable banding to prevent damage to the coating. Lift bundles of coated reinforcement with a strongback, spreader bar, multiple supports, or a platform bridge. Transport the bundled reinforcement carefully, and store it on protective cribbing. Do not drop or drag the coated reinforcement.

3.6.2. **Placing.** Do not flame-cut coated reinforcement. Saw or shear-cut only when approved. Coat cut ends as specified in Section 440.3.6.3., "Repairing Coating."

Do not weld or mechanically couple coated reinforcing steel except where specifically shown on the plans. Remove the epoxy coating at least 6 in. beyond the weld limits before welding and 2 in. beyond the limits of the coupler before assembly. Clean the steel of oil, grease, moisture, dirt, welding contamination (slag or acid residue), and rust to a near-white finish after welding or coupling. Check the existing epoxy for damage. Remove any damaged or loose epoxy back to sound epoxy coating.

Coat the splice area after cleaning with epoxy repair material to a thickness of 7 to 17 mils after curing. Apply a second application of repair material to the bar and coupler interface to ensure complete sealing of the joint.

3.6.3. **Repairing Coating.** Use material that complies with the requirements of this Item and ASTM D3963 for repairing of the coating. Make repairs in accordance with procedures recommended by the manufacturer of the epoxy coating powder. Apply at least the same coating thickness as required for the original coating for areas to be patched. Repair all visible damage to the coating.

Repair sawed and sheared ends, cuts, breaks, and other damage promptly before additional oxidation occurs. Clean areas to be repaired to ensure they are free from surface contaminants. Make repairs in the shop or field as required.

3.7. **Handling and Placing Stainless Reinforcing Steel.** Handle, cut, and place stainless reinforcing steel bar using tools that are not used on carbon steel. Do not use carbon steel tools, chains, slings, etc. when handling stainless steel. Use only nylon or polypropylene slings. Cut stainless steel reinforcing using shears, saws, abrasive cutoff wheels, or torches. Remove any thermal oxidation using pickling paste. Do not field bend stainless steel reinforcing without approval.

Use 16 gauge fully annealed stainless steel tie wire conforming to the material properties listed in Section 440.2.10., "Stainless Reinforcing Steel." Support all stainless reinforcing steel on solid plastic, stainless steel, or epoxy coated steel chairs. Do not use uncoated carbon steel chairs in contact with stainless reinforcing steel.

- 3.8. **Bending, Handling, Repairing, and Placing GFRP Bars.** Fabricate, handle, repair, and place GFRP bars in accordance with the AASHTO LRFD Bridge Design Guide Specifications for GFRP-Reinforced Concrete Bridge Decks and Traffic Railings, Section 5, Construction Specifications.

4. **MEASUREMENT AND PAYMENT**

The work performed, materials furnished, equipment, labor, tools, and incidentals will not be measured or paid for directly but will be considered subsidiary to pertinent Items.

QUANTITATIVE SUMMARY
SCHEDULE NO. 1 - PCC APRON

SCHEDULE NO. 1 - PCC APRON EXPANSION - BASE BID

ITEM NO.	SPEC. NO.	DESCRIPTION	UNITS	ESTIMATED QUANTITIES	FINAL QUANTITIES
S1-1	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	
S1-2	C-102-5.1	INSTALLATION AND REMOVAL OF EROSION CONTROLS	LS	1	
S1-3	P-105-6	MOBILIZATION	LS	1	
S1-4	P-101-5.1	PAVING DEMOLITION - LOW WATER CROSSING	SF	3,990	
S1-5	P-152-4.2	EXCAVATION, SUBGRADE, AND EMBANKMENT - 6" - PCC OPTION	CY	780	
S1-6	P-152-4.4	EXCAVATION, SUBGRADE, AND EMBANKMENT - 6" - LOW WATER CROSSINGS	CY	240	
S1-7	P-209-5.1	6" - CRUSHED AGGREGATE BASE COURSE - FOR HMAC OPTION / TIE-IN	SY	40	
S1-8	P-210-5.1	CALICHE BASE COURSE - 6" - WATER CROSSINGS	SF	3,800	
S1-9	P-219-5.1	6" - RECYCLED CONCRETE AGGREGATE BASE COURSE - FOR PCC OPTION	SY	1,500	
S1-10	P-403-8.1	4" - ASPHALT MIX PAVEMENT W/ PRIME & TACK COAT	TON	10	
1 S1-11	ITEM 360.6	8" - CONCRETE PAVEMENT	SF	12,300	
S1-12	P-605-5.1	JOINT SEALANTS FOR PAVEMENTS - HMAC	LF	340	
S1-13	P-605-5.2	JOINT SEALANTS FOR PAVEMENTS - PCC	LF	3,140	
1 S1-14	ITEM 360.6	6" CONCRETE LOW WATER CROSSING	SF	3,800	
S1-15	P-620-5.2B	TAXIWAY MARKINGS	SF	510	
S1-16	T-901-5.1	SEEDING	SY	5,500	
S1-17	SS-260-4.1	AIRCRAFT TIE-DOWN ANCHOR	EA	8	
S1-18	SS-850-4.1	RELOCATION OF RETROREFLECTIVE MARKERS - RELOCATION OF EXISTING REFLECTORS	EA	3	


SCHEDULE NO. 1 - PCC APRON EXPANSION - ALTERNATE BID NO. 1

ITEM NO.	SPEC. NO.	DESCRIPTION	UNITS	ESTIMATED QUANTITIES	FINAL QUANTITIES
S1-A1-1	C-102-5.1	INSTALLATION AND REMOVAL OF EROSION CONTROLS	LS	1	
S1-A1-2	P-105-6	MOBILIZATION	LS	1	
S1-A1-3	P-152-4.2	EXCAVATION, SUBGRADE, AND EMBANKMENT - 6" - PCC OPTION	CY	780	
S1-A1-4	P-209-5.1	6" - CRUSHED AGGREGATE BASE COURSE - FOR HMAC OPTION / TIE-IN	SY	40	
S1-A1-5	P-219-5.1	6" - RECYCLED CONCRETE AGGREGATE BASE COURSE - FOR PCC OPTION	SY	1,500	
S1-A1-6	P-403-8.1	4" - ASPHALT MIX PAVEMENT W/ PRIME & TACK COAT	TON	10	
1 S1-A1-7	ITEM 360.6	8" - CONCRETE PAVEMENT	SF	12,300	
S1-A1-8	P-605-5.1	JOINT SEALANTS FOR PAVEMENTS - HMAC	LF	200	
S1-A1-9	P-605-5.2	JOINT SEALANTS FOR PAVEMENTS - PCC	LF	2,400	
S1-A1-10	P-620-5.2B	TAXIWAY MARKINGS	SF	190	
S1-A1-11	T-901-5.1	SEEDING	SY	120	
S1-A1-12	SS-260-4.1	AIRCRAFT TIE-DOWN ANCHOR	EA	8	

SCHEDULE NO. 1 - PCC APRON EXPANSION - ALTERNATE BID NO. 2

ITEM NO.	SPEC. NO.	DESCRIPTION	UNITS	ESTIMATED QUANTITIES	FINAL QUANTITIES
S1-A2-1	C-102-5.1	INSTALLATION AND REMOVAL OF EROSION CONTROLS	LS	1	
S1-A2-2	P-105-6	MOBILIZATION	LS	1	
S1-A2-3	P-101-5.2	PAVEMENT REMOVAL - EXISTING PCC STRUCTURE	SY	340	
S1-A2-4	P-152-4.2	EXCAVATION, SUBGRADE, AND EMBANKMENT - 6" - PCC OPTION	CY	1,170	
S1-A2-5	P-209-5.1	6" - CRUSHED AGGREGATE BASE COURSE - FOR HMAC OPTION / TIE-IN	SY	50	
S1-A2-6	P-219-5.1	6" - RECYCLED CONCRETE AGGREGATE BASE COURSE - FOR PCC OPTION	SY	2,260	
S1-A2-7	P-403-8.1	4" - ASPHALT MIX PAVEMENT W/ PRIME & TACK COAT	TON	15	
1 S1-A2-8	ITEM 360.6	8" - CONCRETE PAVEMENT	SF	18,500	
S1-A2-9	P-605-5.1	JOINT SEALANTS FOR PAVEMENTS - HMAC	LF	330	
S1-A2-10	P-605-5.2	JOINT SEALANTS FOR PAVEMENTS - PCC	LF	3,700	
S1-A2-11	P-620-5.2B	TAXIWAY MARKINGS	SF	220	
S1-A2-12	T-901-5.1	SEEDING	SY	170	
S1-A2-13	SS-260-4.1	AIRCRAFT TIE-DOWN ANCHOR	EA	8	

REVISIONS	
ADDENDUM NO. 1	04.04.25



HI-PLAINS
CIVIL ENGINEERS
FIRM REGISTRATION NO. 4174
4537 CANYON DRIVE - AMARILLO, TEXAS 79110 - 806.353.7233

MOORE COUNTY
AIRPORT
DUMAS, TEXAS

PROJECT NO.
82910

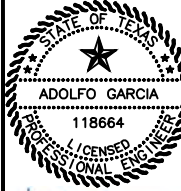
FILE NAME:
A2910SH04.DWG

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Texas Department of Transportation
AVIATION DIVISION
125 EAST 11th STREET, AUSTIN, TEXAS 78701-2483
(512) 416-4527 FAX (512) 416-4510
TXDOT PROJECT NO. 2504DUMAS



ADOLFO GARCIA
118664
LICENSED PROFESSIONAL ENGINEER


HI-PLAINS
CIVIL ENGINEERS
F-4174

QUANTITATIVE
SUMMARY
SCHEDULE NO. 1
PCC APRON

DATE:
11/01/24

SHEET 4
OF 35

SHEET NO:
4

QUANTITATIVE SUMMARY
SCHEDULE NO. 2 - HMAC APRON

SCHEDULE NO. 2 - HMAC APRON EXPANSION - BASE BID

ITEM NO.	SPEC. NO.	DESCRIPTION	UNITS	ESTIMATED QUANTITIES	FINAL QUANTITIES
S2-1	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	
S2-2	C-102-5.1	INSTALLATION AND REMOVAL OF EROSION CONTROLS	LS	1	
S2-3	P-105-6	MOBILIZATION	LS	1	
S2-4	P-101-5.1	PAVING DEMOLITION - LOW WATER CROSSING	SF	3,990	
S2-5	P-152-4.3	EXCAVATION, SUBGRADE, AND EMBANKMENT - 6" - HMAC OPTION	CY	840	
S2-6	P-152-4.4	EXCAVATION, SUBGRADE, AND EMBANKMENT - 6" - LOW WATER CROSSINGS	CY	240	
S2-7	P-209-5.1	6" - CRUSHED AGGREGATE BASE COURSE - FOR HMAC OPTION / TIE-IN	SY	1,400	
S2-8	P-210-5.1	CALICHE BASE COURSE - 6" - WATER CROSSINGS	SF	3,800	
S2-9	P-304-8.1	6" - CEMENT TREATED BASE - FOR HMAC OPTION	SY	1,370	
S2-10	P-403-8.1	4" - ASPHALT MIX PAVEMENT	TON	330	
S2-11	P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	GAL	450	
S2-12	P-603-6.1	EMULSIFIED ASPHALT TACK COAT	GAL	200	
S2-13	P-605-5.1	JOINT SEALANTS FOR PAVEMENTS - HMAC	LF	300	
S2-14	P-605-5.2	JOINT SEALANTS FOR PAVEMENTS - PCC	LF	600	
S2-15	ITEM 360.6	6" CONCRETE LOW WATER CROSSING	SF	3,800	
S2-16	P-620-5.2B	TAXIWAY MARKINGS	SF	510	
S2-17	T-901-5.1	SEEDING	SY	5,500	
S2-18	SS-260-4.1	AIRCRAFT TIE-DOWN ANCHOR	EA	8	
S2-19	SS-850-4.1	RELOCATION OF RETROREFLECTIVE MARKERS - RELOCATION OF EXISTING REFLECTORS	EA	3	


SCHEDULE NO. 2 - HMAC APRON EXPANSION - ALTERNATE BID NO. 1

ITEM NO.	SPEC. NO.	DESCRIPTION	UNITS	ESTIMATED QUANTITIES	FINAL QUANTITIES
S2-A1-1	C-102-5.1	INSTALLATION AND REMOVAL OF EROSION CONTROLS	LS	1	
S2-A1-2	P-105-6	MOBILIZATION	LS	1	
S2-A1-3	P-152-4.3	EXCAVATION, SUBGRADE, AND EMBANKMENT - 6" - HMAC OPTION	CY	840	
S2-A1-4	P-209-5.1	6" - CRUSHED AGGREGATE BASE COURSE - FOR HMAC OPTION / TIE-IN	SY	1,400	
S2-A1-5	P-304-8.1	6" - CEMENT TREATED BASE - FOR HMAC OPTION	SY	1,370	
S2-A1-6	P-403-8.1	4" - ASPHALT MIX PAVEMENT	TON	330	
S2-A1-7	P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	GAL	450	
S2-A1-8	P-603-6.1	EMULSIFIED ASPHALT TACK COAT	GAL	200	
S2-A1-9	P-605-5.1	JOINT SEALANTS FOR PAVEMENTS - HMAC	LF	50	
S2-A1-10	P-620-5.2B	TAXIWAY MARKINGS	SF	430	
S2-A1-11	T-901-5.1	SEEDING	SY	120	
S2-A1-12	SS-260-4.1	AIRCRAFT TIE-DOWN ANCHOR	EA	8	

SCHEDULE NO. 2 - HMAC APRON EXPANSION - ALTERNATE BID NO. 2

ITEM NO.	SPEC. NO.	DESCRIPTION	UNITS	ESTIMATED QUANTITIES	FINAL QUANTITIES
S2-A2-1	C-102-5.1	INSTALLATION AND REMOVAL OF EROSION CONTROLS	LS	1	
S2-A2-2	P-105-6	MOBILIZATION	LS	1	
S2-A2-3	P-101-5.2	PAVEMENT REMOVAL - EXISTING PCC STRUCTURE	SY	350	
S2-A2-4	P-152-4.3	EXCAVATION, SUBGRADE, AND EMBANKMENT - 6" - HMAC OPTION	CY	1,260	
S2-A2-5	P-209-5.1	6" - CRUSHED AGGREGATE BASE COURSE - FOR HMAC OPTION / TIE-IN	SY	2,110	
S2-A2-6	P-304-8.1	6" - CEMENT TREATED BASE - FOR HMAC OPTION	SY	2,050	
S2-A2-7	P-403.8.1	4" - ASPHALT MIX PAVEMENT	TON	460	
S2-A2-8	P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	GAL	680	
S2-A2-9	P-603-6.1	EMULSIFIED ASPHALT TACK COAT	GAL	290	
S2-A2-10	P-605-5.1	JOINT SEALANTS FOR PAVEMENTS - HMAC	LF	170	
S2-A2-11	P-620-5.2B	TAXIWAY MARKINGS	SF	220	
S2-A2-12	T-901-5.1	SEEDING	SY	170	
S2-A2-13	SS-260-4.1	AIRCRAFT TIE-DOWN ANCHOR	EA	8	

REVISIONS	
ADDENDUM NO. <u>A</u>	04.04.25



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FIRM REGISTRATION NO. 4174
4537 CANYON DRIVE - AMARILLO, TEXAS 79110 - 806.353.7233

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PROJECT NO.
82910

FILE NAME:
A2910SH05.DWG

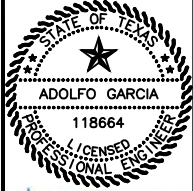
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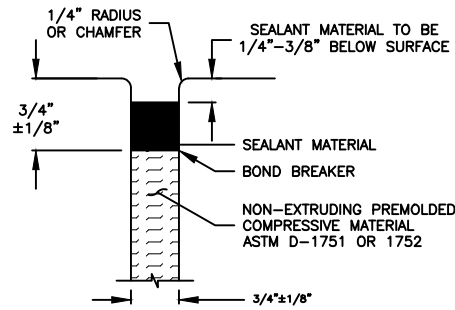

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QUANTITATIVE
SUMMARY
SCHEDULE NO. 2
HMAC APRON

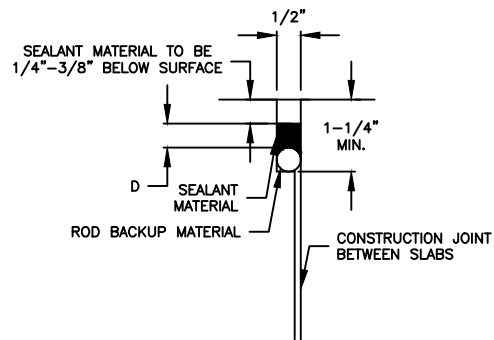
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OF 35

SHEET NO:
5



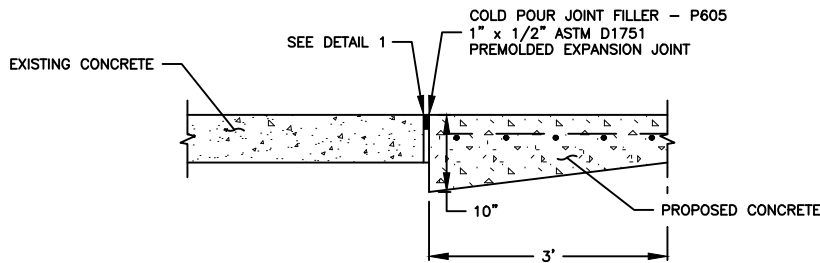
DETAIL 1



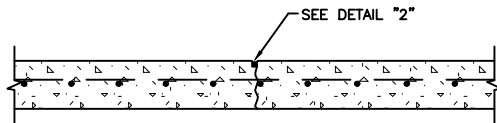
DETAIL 2

JOINT NOTES:

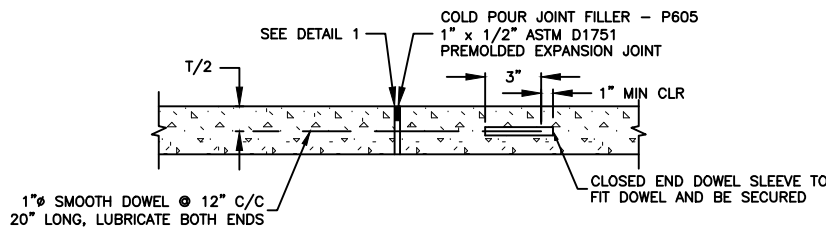
1. SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR, W/D, OF 1:1
2. ROD BACK-UP MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF LIQUID SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.



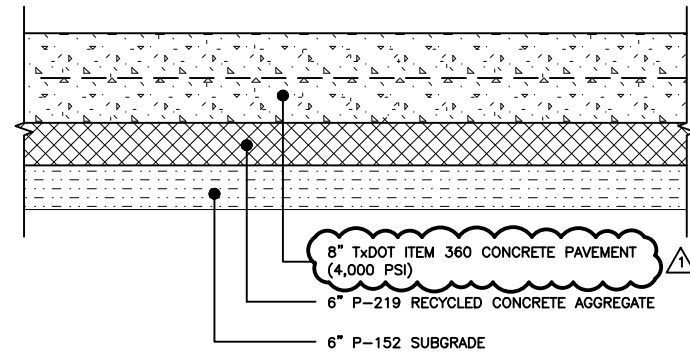
TYPE A JOINT DETAIL
NOT TO SCALE ISOLATION



TYPE B JOINT DETAIL
NOT TO SCALE CONTRACTION



TYPE A-1 JOINT DETAIL
NOT TO SCALE EXPANSION



PROPOSED CONCRETE APRON CROSS-SECTION
NOT TO SCALE

REVISIONS	
ADDENDUM NO. <u>A</u>	04.04.25

PROJECT NO.
82910

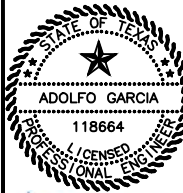
FILE NAME:
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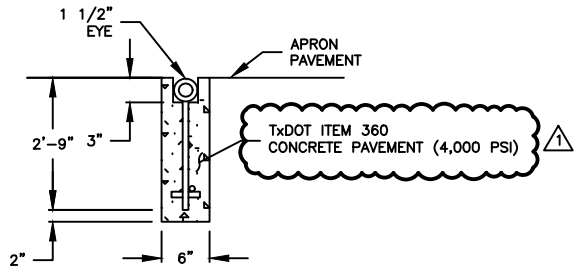
CONCRETE DETAILS

DATE:
11/01/24

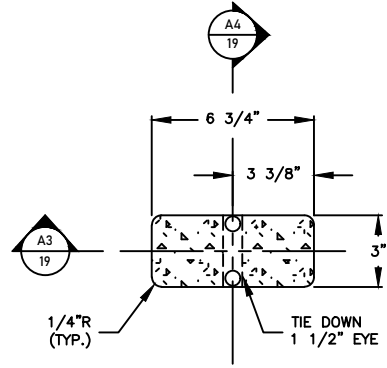
SHEET 15
OF 35

SHEET NO:

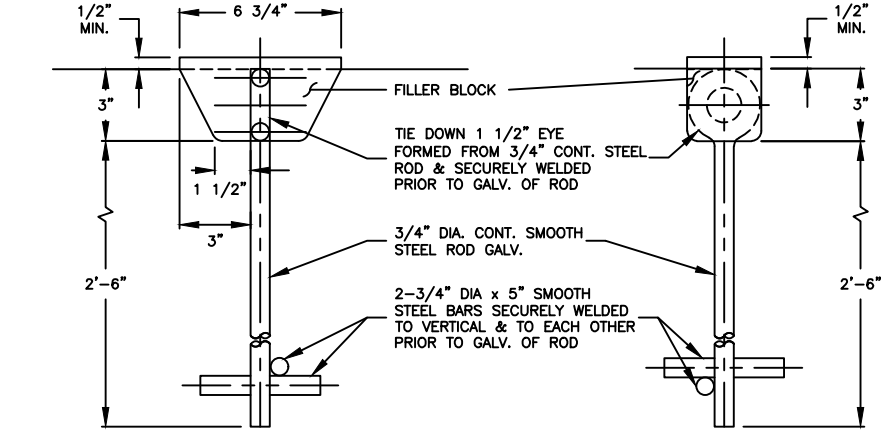
15



A1
18 19
TIE DOWN ANCHOR ROD
NOT TO SCALE

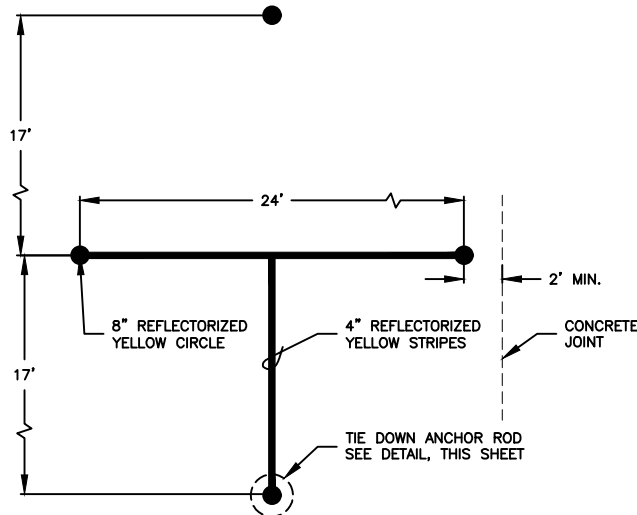


A2
18 19
PLAN - FILLER BLOCK
NOT TO SCALE



A3
18 19
FILLER BLOCK SECTION
NOT TO SCALE

A4
18 19
FILLER BLOCK SECTION
NOT TO SCALE



- NOTE:**
1. CONTRACTOR TO COORDINATE EXACT LOCATION W/ OWNER.
 2. VERIFY TIE DOWN ANCHORS ARE 2' MINIMUM FROM LONGITUDINAL AND/OR TRANSVERSAL CONCRETE JOINTS.

TIE DOWN ANCHOR ROD SPACING & MARKING
NOT TO SCALE

REVISIONS	
ADDENDUM NO. A	04.04.25

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MOORE COUNTY
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DUMAS, TEXAS

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STATE OF TEXAS
ADOLFO GARCIA
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LICENSED PROFESSIONAL ENGINEER

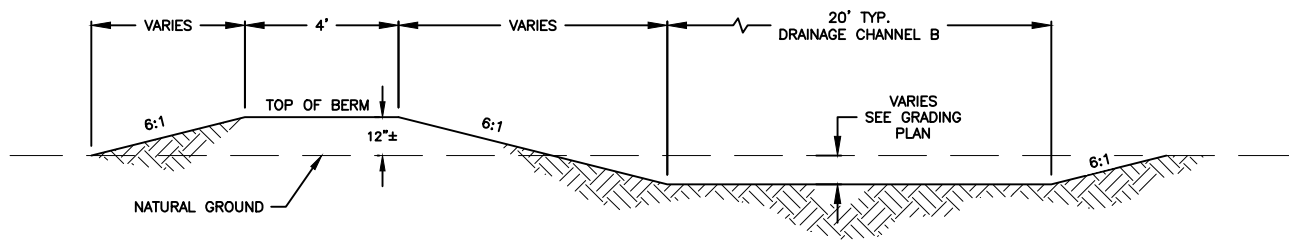
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AIRCRAFT TIE-DOWN
DETAILS

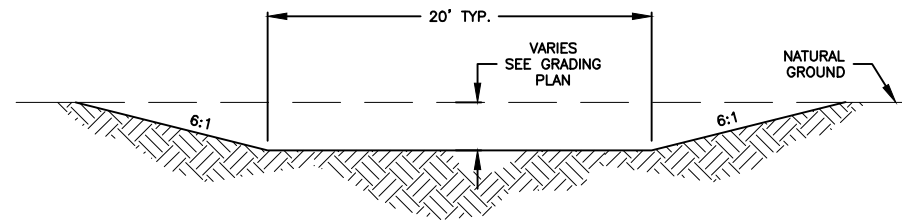
DATE:
11/01/24

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OF 35

SHEET NO:
19



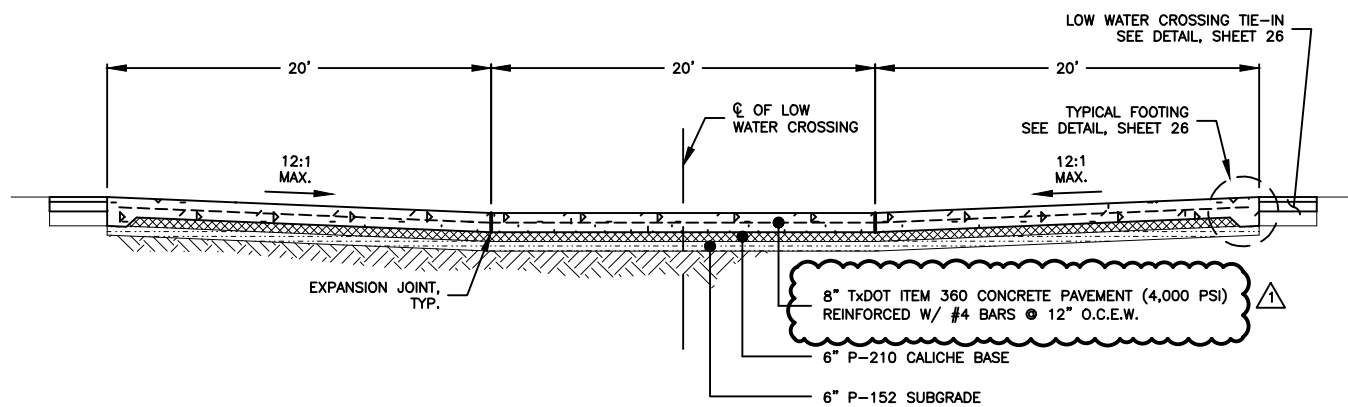
TYPICAL BERM DETAIL CROSS SECTION A-A
NOT TO SCALE



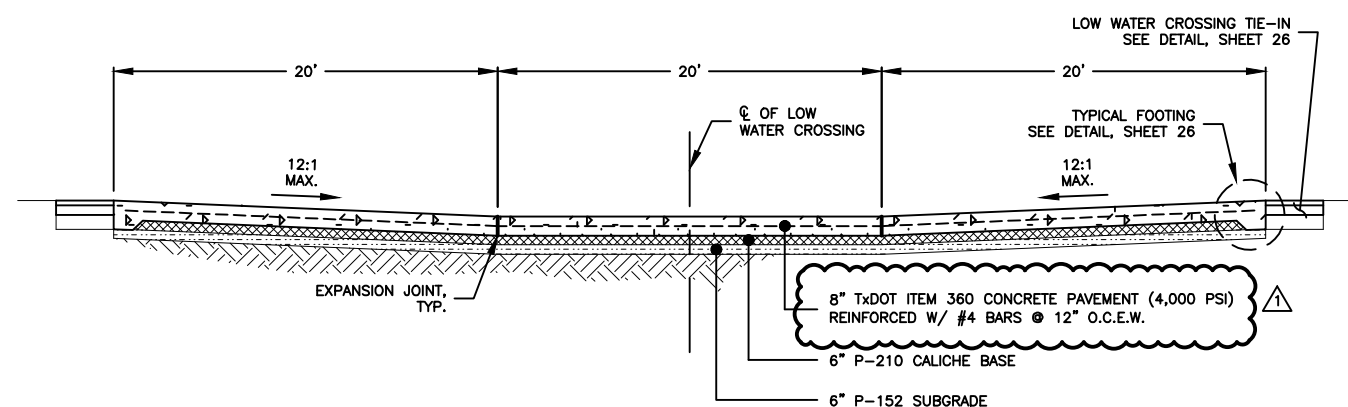
DRAINAGE CHANNEL TYPICAL CROSS-SECTION
NOT TO SCALE

LEGEND

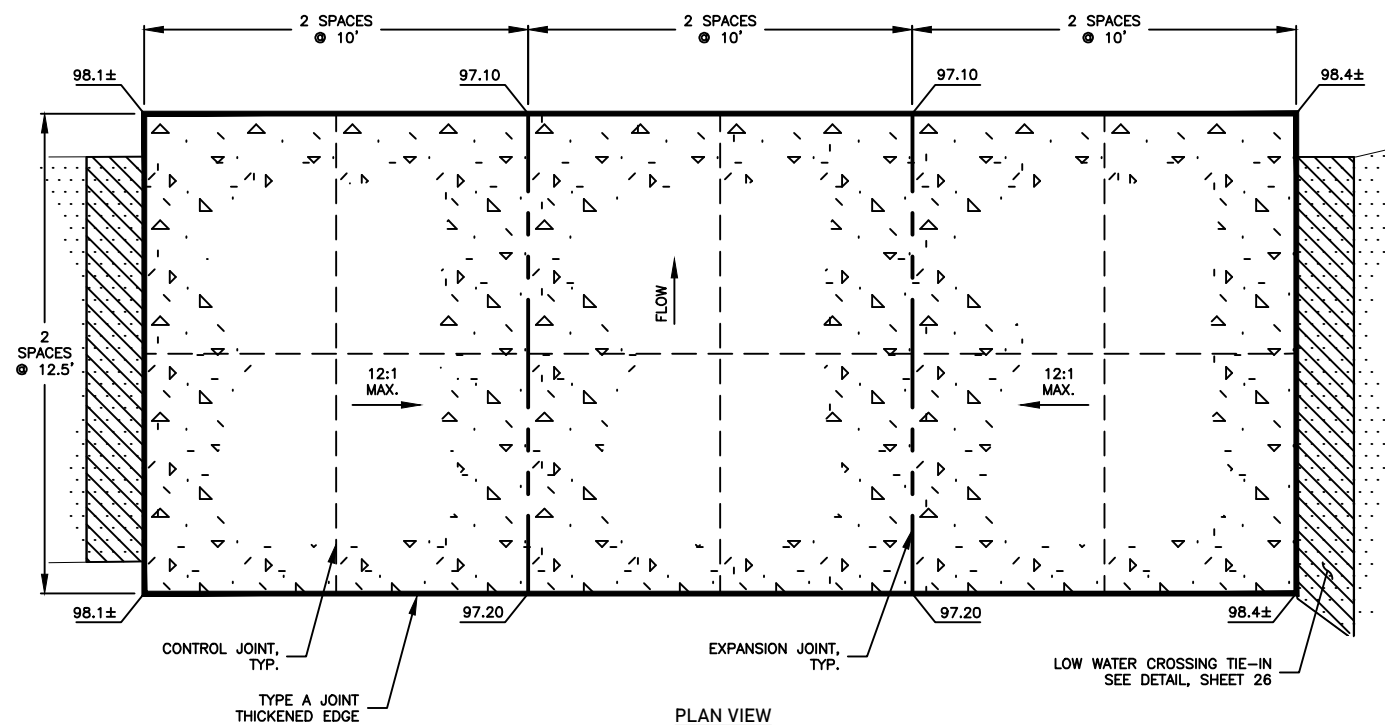
- TYPE A CONCRETE JOINT (SEE DETAIL, SHEET 15)
- TYPE B CONCRETE JOINT (SEE DETAIL, SHEET 15)
- TYPE A-1 CONCRETE JOINT (SEE DETAIL, SHEET 15)



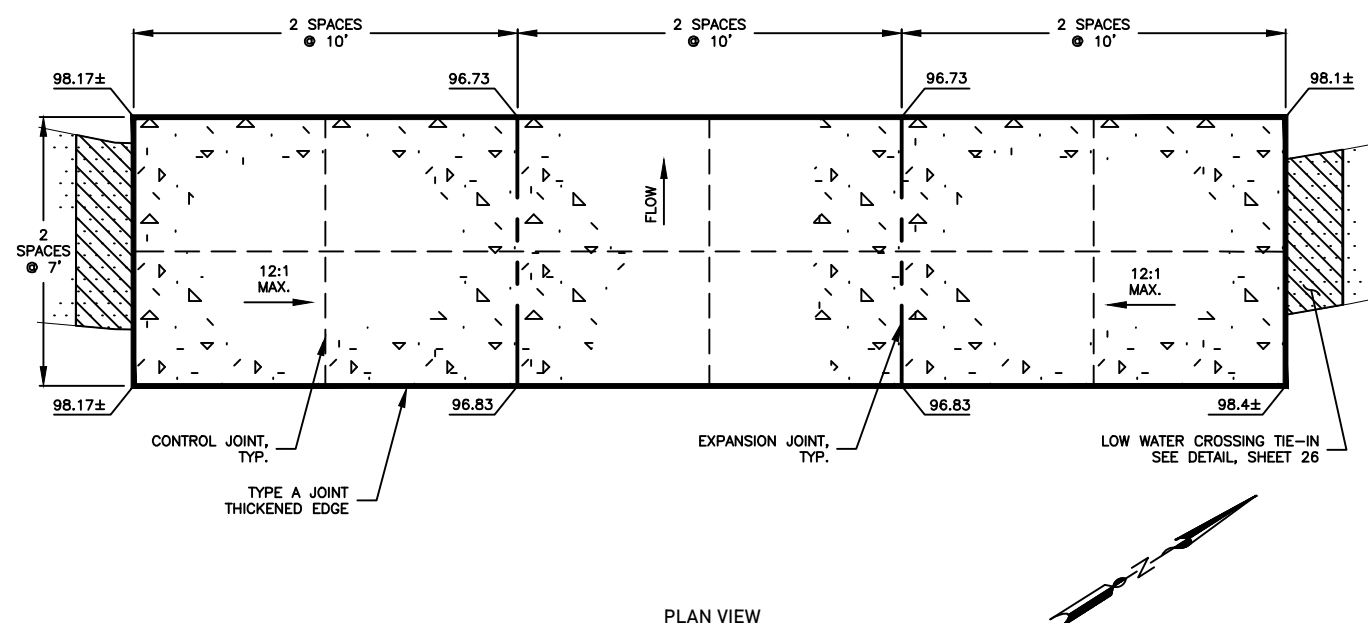
ELEVATION VIEW



ELEVATION VIEW



LOW WATER CROSSING NO. 1 DETAIL (LWC-1)
SCALE: 1" = 10'



LOW WATER CROSSING NO. 2 DETAIL (LWC-2)
SCALE: 1" = 10'

REVISIONS	
ADDENDUM NO. 1	04.04.25