621– CONCRETE CONSTRUCTION

621.1 GENERAL PROVISIONS FOR CONCRETE CONSTRUCTION

Concrete construction shall conform to Sections 415, 416, 501, 601, and 602 of the State Specs, except as modified herein. All concrete provided shall be Grade A or Grade C concrete with class C fly ash being the only acceptable Supplemental Cementious Material (SCM). Grade E shall only be used in locations shown in the plans or directed in writing by the Engineer. Quality Control (QC) field testing referenced in Section 700 of the State Specs for concrete is not required unless otherwise noted within Section 600 or Section 601 of these specifications. Voluntary QC field testing may be done at the Contractor's own discretion and own expense. The City will perform QV testing as noted in these specifications.

The Engineer reserves the right to reject any concrete at the Contractor's expense that does not reasonably meet the mix specifications, or is not reasonably workable enough to be properly placed in areas including, but not limited to, corners and angles.

If required by the City, the Contractor shall provide "high-early strength" concrete at the rate listed in the Schedule of Fixed Extras for the specified pavement type unless it is a specific bid item.

The Contractor will be required to remove all broken concrete, excess dirt, debris, and any other materials resulting from the work and dispose of it with their own resources at the Contractors own expense.

The Contractor particularly warrants and agrees, when signing this contract, that they will replace, within a year after **final acceptance** of the work under the contract, any pavement, curb, walk, stairs, or driveway that develops pop-outs, scaling, spalling of the surface, structural defects, or any other nonconforming defects as determined by the Engineer.

1. CONCRETE MARKING STAMPS

   The Contractor shall mark the ends of each portion of concrete work with a stamp that shall show "City of Wauwatosa", the year in which the work was placed, and the name of the contracting company that performed the work. All concrete work shall be marked including but not limited to, pavement, curb and gutter, sidewalk, and driveway aprons. Failure by the Contractor to properly mark the concrete or if the stamp is missing or contains incorrect information, the Contractor will be required to remove and replace the concrete from joint to joint or as otherwise determined by the Engineer.

2. TUNNELING

Tunneling under curbs and sidewalks is optional and at the expense of the Contractor, unless otherwise stated. However, should any subsequent cracking, subsidence, or any other indication of failure occur within the warranty period, the damaged section shall promptly be replaced by the Contractor at no additional cost to the Owner. Tunneling under pavement is not permitted.

621.2 MATERIALS

1. CONCRETE

The grade and class of all concrete used shall conform to Grade A or Grade C of the State Specs (excluding all SCMs other than class C fly ash) so a minimum compressive strength of 3600 pounds per square inch is developed in 28 days of curing. Where the plans call for Special High Early Strength (SHES) Concrete Pavement, the contractor shall conform to the requirements of 416.2.5 of the State Specs. Other grades may be used only with the written approval of the Engineer. The use of a water reducing admixture is subject to Section 501 of the State Specs. The Contractor shall provide a list of concrete mix product codes, admixture product information sheets, and their relative WisDOT concrete grades from the concrete supplier.

a. COLORING AND STAMPING CONCRETE

Coloring and Stamping Concrete, where shown in the plans, shall conform to the requirements Section 405 of the State Specs.

2. TYPE B AGGREGATE SLURRY BACKFILL ALONG CURB FLANGE

When indicated in the plans to slurry backfill along the curb flange, the slurry backfill should conform to Section 6.43.9 of the Standard Specs, *with the addition of one bag of fly ash* per cubic yard. The mix shall be deposited in the trench directly from a concrete transit mix truck.

3. REINFORCING STEEL

Provide reinforcing steel as specified that conforms with Section 505 of the State Specs.

4. EXPANSION JOINTS

Joint material shall conform to 415.2.3 of the State Specs.

5. CURING COMPOUNDS

   Liquid Membrane-Forming Curing Compounds shall conform to the requirements of Section 415.2.4 of the State Specs. Curing compounds shall be used on all concrete pavements and ancillary concrete such as, but not limited to curbs and gutter, walks, and drive approaches.

6. JOINT SEALING

   All joints shall be sealed with a hot applied joint sealant conforming to the Specification for Joint and Crack Sealants, Hot-Applied, for Concrete and Asphalt Pavements, ASTM Designation D6690, type II. A Certification of Compliance shall be furnished to the Engineer prior to application.

621.3 FORMS

Forms shall be used when concrete is not being poured against existing pavement. The construction of sidewalks without forms is prohibited. The side pitch of sidewalks shall be ¼ inch per foot and shall slope toward the street unless otherwise noted or shown in the plans.

The forms shall be clean, straight, of sufficient strength to resist springing out of shape, and an approved type of metal or wood extending the full depth of the concrete, and shall be equipped with fastening devices to prevent movement in any direction. All foreign material shall be removed from forms that have been previously used. Flexible forms of an approved type shall be used for all inside radii under 200 feet. Flexible face/outside forms shall be used on radii of less than 300 feet. When flange forms without a bar recess are used, the Contractor shall provide a metal parting strip for the reinforcing steel so that the steel will be fully exposed when the forms are removed, or drill in the rebar at their own expense when the concrete is hardened.

All rubble, broken concrete, and other debris shall be removed from the area between the curb and lot line before the curb forms are set.

The forms shall be set upon the prepared subgrade to proper line and grade and firmly staked in position. Areas which are inaccessible to a mechanical vibratory roller shall be compacted by using an approved mechanical compactor. Non-mechanical compaction methods will NOT be permitted. Before steel reinforcing or concrete is placed, the contact surfaces of the forms shall be cleaned and oiled.

The Contractor must continually have, in advance of the concrete pour, at least 200 linear feet of form setting, fine grading, and compacting completed for inspection.

For pavement and sidewalk, forms and form pins shall not be removed for at least 4 hours after the concrete is finished, unless approved by the Engineer. The removal

of forms and form pins shall be at a time and in a manner which will not cause damage to the newly poured concrete.

Where finishing machinery is to ride on the forms, the Contractor shall use an approved type of “Road” form. The foundation under the forms shall be firm and cut true to grade so that the form, when set upon, will be firmly in contact for its whole length and at the desired grade. The material under the forms shall be mechanically tamped so no settlement or springing of forms under the finishing equipment occurs.

The Contractor shall, at their own expense, repair lighting systems which are damaged by their form pins. Refer to Section 605 of the City Specs for repair requirements.

1. ADJUSTING UTILITY FRAMES AND WATER VALVES

    a. ADJUSTING UTILITY FRAMES

        Concrete around utility frames, water valves, or any other fixtures shall not be placed until such frames and fixtures have been accurately adjusted, properly secured, and set to the required alignment and grade by the Contractor.

        For concrete paving, the practice of boxing out covers and then placing adjacent concrete promotes random cracking and will NOT be permitted. Whenever possible, the frames may be adjusted and set to grade on a full bed of mortar in advance of the paving operation or curb and gutter placement (except of asphalt pavement and asphalt resurfacing projects where the manhole frames shall only be adjusted after the lower layer(s) of hot mix asphalt pavements is completed). Otherwise frames shall be “wedged” high enough during concrete paving that the aggregates in the agitated concrete mix can move freely under the frame, and thus allow the frame to sit on solid concrete.

        If the condition of the structure to be adjusted requires masonry repairs beyond 6 inches of vertical feet from the bottom of the frame, the additional repairs beyond this limit shall be paid per the relevant bid item, or if no bid item exists the Fixed Extra rate.

    b. ADJUSTING WATER VALVES

        The Contractor shall furnish all labor and equipment necessary to adjust all water valve boxes within the street right-of-way within the actual work limits. This work requires the boxes to be placed at finished grade and be operational.

After the concrete is installed, if the City Water Department determines the valve is inoperable due to displacement or faulty adjusting or lack of protection, the Contractor will be required to perform all work necessary to correct the condition with materials, and make the valve operational at the Contractor's own expense within 5 days of notification by the City.

c. SURFACE REQUIREMENTS

The Contractor shall set the frames, grates, lids, and water valves accurately so the complete installation is at the correct elevation required to fit the adjoining surfaces. The frames shall be set in pavement areas so that they comply with the following surface requirements.

Place a 6 foot straightedge over the centerline of each frame or water valve parallel to the direction of traffic at the completion of the paving. Make a measurement at each side of the frame and average the two measurements. If this average is greater than 5/8 inch, reset the frame to the correct plane and elevation. If this average is 5/8 inch or less but greater than 3/8 inch, the City will allow the frame to remain in place but shall pay only 50% of the contract unit price for adjusting catch basin frames, manhole frames or water valves. If the frame is higher than the adjacent pavement, then make the two measurements at each end of the straightedge and average them. Frames protruding more than 1/8 inch above the pavement grade shall be reset based on the average.

After the concrete is installed, if the City Water Department determines the valve is inoperable due to displacement or faulty adjusting or lack of protection, the Contractor will be required to perform all work necessary to correct the condition with materials, and make the valve operational at the Contractor's own expense within 5 days of notification by the City.

621.4 PLACING CONCRETE

After all the form work has been completed and inspected, and before placing concrete, the forms shall be oiled, checked for correct line and grade, and the compacted base checked for correct elevation. All debris shall be removed from the pouring area. The compacted base shall then be sprinkled with sufficient water to thoroughly dampen it.

The concrete shall then be placed in as nearly a continuous operation as possible to the proper height, consolidated, and stuck-off flush with the top of the forms in a manner which the Engineer finds satisfactory. No concrete that has partially hardened or been contaminated by foreign material shall be deposited on the work, nor shall re-tempered concrete be used. The Engineer reserves the right to reject any nonconforming concrete at any time.

2. EXPANSION JOINTS

Expansion joints of ½ inch thick material, i.e. “felt”, shall be used at any location where sidewalks abut other buildings or pavements, e.g. driveways and curb heads, or any other location as directed by the Engineer. They shall also be placed approximately every 100 feet or as directed by the Engineer when pouring continuous, new sidewalk. Expansion joints in curbs shall conform to 601.3.6 of the State Specs. Unless otherwise directed by the Engineer, place expansion joints at 3 feet on either side of an inlet frame. The Engineer may further decide to have expansion joints placed at any spot and in any thickness where they see fit, and **at all locations the expansion material must be to the full depth of the cross section.**

Expansion joints are also required around any hydrant, power pole, light pole base, or structure next to which concrete is being poured, and at any other location as directed by the Engineer. Felted isolation box outs around applicable items above shall be 30” x 30” unless otherwise shown in the plans or directed by the engineer.

3. TIME OF HAULING READY MIXED CONCRETE

Concrete shall be discharged at the work site within 1-1/2 hours after the cement has been added to the water and/or the aggregates, except for high-early strength concrete mixes which shall be discharged within 45 minutes of water added to cement and SHES concrete shall be discharged per the requirements in 416.2.5 of the State Specs. The Engineer, at their discretion, may still choose to reject loads at the Contractor’s expense if the discharged concrete does not appear to reasonably meet the mix specifications, regardless of whether the allotted discharge time for that mix type has passed.

4. SIDEWALK

Sidewalks shall be a minimum of 7 inches thick at alleys and driveways and 5 inches thick at all other locations unless otherwise noted in the plans or directed by the Engineer.

The cross-slope of the walk shall be ¼ inch per foot (approximately 2%) unless otherwise directed or shown on the plans.

The detectible warning fields used in pedestrian ramps shall be **cast iron of a natural patina** finish unless otherwise directed by the Engineer. Warning fields with coatings of any kind are not allowed unless directed by the Engineer. Installation shall conform to the manufacturer’s recommended procedures.

The surface of sidewalk construction shall be finished by troweling and brushing, and sidewalks shall be 5 feet wide unless otherwise noted or directed by the Engineer. The Contractor must provide compacted crushed aggregate when

necessary to fill up to subgrade for walk construction. Compacted crushed aggregate is to be considered incidental to the work unless otherwise stated as a separate bid item. Expansion joints must be used where sidewalks abut any other pavement or as directed by the Engineer. All joints must be hand cut. Where sidewalk is being installed on a radius of less than 250 feet flexible forms shall be used.

Where non-continuous walk removal and replacement is encountered, the Contractor shall replace the walk sections within 4 business days after removal. In the case of walk abutting commercial properties such as hospitals, churches, businesses, schools, or as directed by the Engineer, the walk shall be replaced within 1 calendar day. Backfilling and cleanup at each work location shall be completed within 5 business days after the finishing operation. Extensions to these deadlines may be made with written approval of the Engineer. Requests to use temporary access must be submitted to and approved in writing by the Engineer. Temporary access shall be at the Contractor's expense unless otherwise explicitly noted in writing by the Engineer.

a. TREE ARCS

   Where "half moon" tree arccs are required, roots shall be cut manually, using only hand tools, after the adjacent concrete slabs have been removed. Manual root cutting shall be performed along the line needed to accommodate the flexible form used to construct the tree arc. Non-manual means to cut roots shall not be permitted unless otherwise approved in writing by the Engineer.

   Contractor shall make every effort to safeguard and preserve all trees and tree roots not within the limits of root removal specified and/or approved by the Engineer.

b. ROOTS OUTSIDE OF TREE ARCS

   Tree roots at sidewalk slabs marked with a "T" not at tree arcs shall be cut by the contractor at six (6) inches outside of the sidewalk area using hand tools, a root cutting machine, or other engineer approved method. Machine root cutting must be completed prior to removing adjacent concrete slabs. Root cutting using hand tools may be done after the adjacent concrete slabs have been removed.

   Machine cuts shall be made along the length of the slabs only where slabs are marked for removal with a "T" due to root damage. Root cutting before slab removal is not allowed at any other locations. Cuts shall be made perpendicular to the lenth of the root and shall be done in a manner so as not to splinter the wood. Cutting depth shall be nine (9) inches from the proposed sidewalk surface.

5. DRIVE APPROACHES

The drive approaches and drives shall be constructed so the width at the sidewalk edge is equal to the width of the private portion of the driveway, or as directed by the Engineer. The approaches and flares for approaches shall be placed as directed by the Engineer (typically 3 feet from the start of the flare to the start of the transition), and the transitions in the curb head from the bottom of the driveway to the end of the flare shall be 1 foot unless otherwise directed by the Engineer. The shape shall be as marked by the Engineer.

The Engineer may require moving replacement service walks and adjusting driveways. The Contractor shall leave curb openings for driveway approaches as indicated and as further directed by the Engineer. Approaches shall have expansion joints where they abut other pavements and sidewalk, unless otherwise directed by the Engineer.

All approaches, including at alleys, shall have a minimum of 7 inches of concrete and 6 inches of mechanically compacted crushed recycled aggregate unless otherwise noted or directed by the Engineer.

Backfilling and cleanup at each work location shall be completed within 5 business days after the finishing operation, unless otherwise approved by the Engineer.

6. CURB & GUTTER

All curb heads must be 7 inches thick and 6 inches high (to the gutter line), with a 24 inch wide gutter and 1-1/4 inches in the pan, unless otherwise shown in the plan. Refer to the “Concrete Curb and Gutter Detail” in the plans for more information. One (1) inch expansion material shall be installed at 3’ from the edges of inlets and catch basin castings. When abutting asphalt pavements, curb joints shall be 10-12 foot intervals, except as specifically noted in the plans and special provisions, or as directed by the Engineer. One (1) inch expansion material is required at the end of all radius points at intersections or sharp curves in the street and at a maximum interval of 300’.

Honeycombing occurring along the back of the curb and the flange face shall be pointed with mortar (1 part Portland Cement to three parts Fine Aggregate) after removal of the forms. All excess concrete behind the curb shall be removed before backfilling.

7. CONCRETE STEPS

The existing concrete step shall be completely removed and new step formed and poured.

The dimensions of the new step shall match the existing one as closely as practicable, however the Engineer may change the final dimensions as they see fit. Any reinforcement for the step(s) required by the Engineer shall be considered incidental to the contract. No additional payments shall be made for any concrete required by a change in dimensions.

8. SLIP FORM MACHINES

During slip-form construction, the Contractor shall not leave up overnight the lines which control the machine sensors ("string line") unless authorized by the Engineer. If permitted, the Contractor shall take all measures to ensure the string line is visible and shall verify that the line and grade is correct prior to beginning or continuing slip-form construction.

The Contractor may, with prior approval of the Engineer, elect to use a machine for placing, forming, and consolidating concrete pavement and ancillary concrete. The resulting concrete work shall be of such quality as to equal or exceed that produced by hand methods.

Before pouring with the slip form machine, the following should be checked by the Contractor: the tracing area shall be uniformly graded so as not of produce undue stress on the self-leveling mechanisms, the machine must have an operational, calibrated variable slope control in order to vary the flange or widening pitch, and **the cross-section of the slip form machine shall be the cross-section called for on the plans**. All vibrators must be operational and the machine must be set at the correct line and grade.

Curb and gutter machinery and/or machines which form integral curb and pavement shall not be utilized to construct curbs with a radius of 30 feet or less.

Supports for the line and grade control line shall have a maximum spacing of 25 feet.

If machine methods are used for forming and finishing curb and gutter, the Contractor may saw contraction joints approximately 1/8th inch thick and 2 inches deep, cut to the cross section of the curb. The equipment used in sawing shall meet the approval of the Engineer. The sawing shall be done as soon as practicable after the concrete has set sufficiently to preclude raveling during the sawing and before any cracking takes place in the concrete.

621.5 CONCRETE JOINTS

The depth of joints must be 1/3 the thickness of the pavement. Joints in the curb section must be a minimum of 2 inches deep. Joints in pavement and curb section shall be sawed unless otherwise permitted by the Engineer.

Contraction joints shall be cut in drive approaches as specified and shown on the plans or details, or as directed by the Engineer at a minimum depth of 1-3/4 inches.

Sawing expansion joints and joints in sidewalks is prohibited.

Any required tie bars shall be considered incidental to any concrete work

1. PAVEMENT

   Transverse joints in concrete pavement are required at 10-15 foot intervals as directed by the Engineer, except as otherwise indicated. The Engineer may require joints to vary to match the center of a driveway, utility cover, or any other structure as they see fit. Curb joints must match pavement joints.

a. CONSTRUCTION JOINTS: Shall be constructed at the formed edges of all pavement slabs. Reinforcing bars, No. 4 bar x 30 inches long deformed bars shall be placed at 30 inch centers midway between the top and bottom of the slab. The ends of the rods shall be bent down or suitable chairs provided so that the main portion of the bar is parallel to the surface of the slab. The reinforcing bars shall be straightened after the forms are removed and before the adjacent slab is poured. Transverse constrution joints with pavement thicknesses 8” or greater shall be doweled.

Construction joints shall be provided at the end of each day’s pour or at locations where the interval of time between loads of concrete exceeds 1 hour. Construction joints shall be constructed only at regular planned joint locations.

b. CONTRACTION/TRANSVERSE JOINTS: All transverse joints shall be installed at right angles or radial to the centerline of the pavement unless otherwise shown in the plans or directed by the Engineer. Contraction joints shall be provided at approximately 10-15 foot intervals or as directed by the Engineer. The joint spacing and the decision concerning the location of sawed or formed contraction joints shall be entirely at the discretion of the Engineer. Pavement thicknesses 8” thick or greater shall be doweled.

Sawed contraction joints shall be provided to a depth of 1/3rd of the pavement thickness by using a blade that cuts approximately 1/8th of an inch in width. During the finishing sequence, hand cut joints shall be provided at a minimum of approximately 80 foot intervals. The length of time between the finishing of

the concrete and the sawing of joints shall not exceed 12 hours for transverse joints and 24 hours for longitudinal joints. “Soft-cut” or other methods for the construction of contraction joints shall be subject to the approval of the Engineer prior to their use.

c. LONGITUDINAL JOINTS: Reinforcing bars, No. 4 bars x 30 inches in length, shall be placed at 36 inch centers midway between the top and bottom of the slab during pouring. Longitudinal joints shall be constructed as and in the locations shown on the plans. Joints shall be true to line and perpendicular to the surface of the pavement. Longitudinal joints may consist of construction joints where new work joins work previously completed. All other longitudinal joints shall be constructed by sawing in accordance with the plans, or any method approved by the Engineer.

The equipment used in any sawing of joints shall meet the approval of the Engineer. The sawing shall be done as soon as practicable after the concrete has set sufficiently to preclude raveling during the sawing and before any cracking takes place in the concrete.

d. BASE PATCHING:

Base Patching Construction shall conform to the State Specs 390.3 for concrete patching and as modified by these specifications. Base patching shall use grade A concrete, grade B concrete is not permitted. A minimum of 6 inches in depth of 1 ¼ inch base aggregate shall be placed prior to pouring the concrete base patch. Base aggregate shall be incidental to the base patching Item(s) unless otherwise noted in the plans.

Base Patching shall be tied with reinforcing bars, No. 6 x 12 inches in length at 30 inch centers midway between the top and bottom of the slab, on all sides to the existing concrete. Transverse joints in base patching for pavement thicknesses 8 inches thick or greater shall be doweled at intermediate joints within the repair area and at construction joints where matching transverse joints in the existing/adjacent pavements. Required reinforcing bars and dowel bars shall be included within the costs of the Base Patching item(s).

e. CONCRETE REPAIR AND REPLACEMENT:

Concrete Pavement Repair and Replacement shall conform to the State Specs 416.3.7 and as modified by these specifications. The existing base shall be removed and new 1 ¼ inch base aggregate a minimum of 6 inches in depth shall be placed unless otherwise noted in the plans or approved by the Engineer. Base aggregate shall be incidental to the Concrete Pavement Repair and Replacement item(s) unless otherwise noted in the plans.

Transverse joints in Concrete Pavement Repair and Replacement for pavement thicknesses 8 inches thick or greater shall be doweled and dowels shall be

included in the costs of the Concrete Pavement Repair and Replacement item(s). Reinforcing bars, No. 6 bars x 12 inches in length, shall be placed at 30 inch centers midway between the top and bottom of the slab along longitudinal joints. Required reinforcing bars and dowel bars shall be included within the costs of the Concrete Pavement Repair and Replacement item(s).

2. CURB & GUTTER

   When concrete curb and gutter abuts new concrete pavement, contraction joints shall be constructed coincident with pavement joints at approximately 10-15 foot intervals or as directed by the Engineer. Contraction joints abutting other pavement types other than concrete shall be placed at approximately 10 foot intervals or as directed by the Engineer. Joints are required at the beginning and end of each radius. Trim ends of existing curbs to be joined to a vertical plane.

   The curb and gutter section shall be tied to the concrete pavement or concrete base by reinforcing tie bars, with spacing no greater than 30 inches on center. Curbs shall be tied in at the pan only – no rebar shall be installed in the curb head. Parting strips shall be used when practicable or as directed by the Engineer. The Contractor may elect, at their own expense, to drill in tie bars after the concrete has hardened. The cost of reinforcement shall be included in the price for curb and gutter. **Tie bars between existing and proposed curbs shall be in the flange/gutter only and NOT in the curb head.**

   Backfilling behind curb and gutter is considered incidental to the work.

3. SIDEWALK

   Joints shall be tooled in at a minimum of 1-3/4 inches deep. Joints for sidewalks shall be cut at approximately 5 foot intervals unless directed otherwise by the Engineer.

621.6 FINISHING

A metal straightedge must be used on the gutter lines along driveway openings. The curb and gutter crew must also be provided with templates or "gauges" in order to obtain the proper depth from the top of a back form to the top of the concrete along driveway openings. At said driveway openings, construction procedure must provide a smooth and uniform vertical plane along the back in order to receive the expansion joint material. The height of this back edge shall be level with the flange edge of the curb unless otherwise directed by the Engineer.

Excessive troweling and watering will not be permitted. Surface applications to hasten hardening are prohibited. Patching will not be permitted except upon approval of the Engineer.

All concrete construction shall have applied approved curing compounds as stated in Section 415.2.4 of the State Specs, forming emulsions or emulsifiable

concentrates for curing and protection of concrete surfaces, as soon as practicable after the surface water sheen has disappeared from the fresh concrete. Costs shall be included with the price of the concrete.

The Contractor shall make an impression of an arrowhead in the concrete curb to indicate the location of all new and existing street lighting conduit crossings, which shall be incidental, or they may elect to grind in equivalent arrows after the concrete has hardened. Marking of all new and existing street lighting conduit crossings shall be incidental to the contract.

The alignment of the curbs in existing streets must be matched in all locations. The proposed dimension at the sidewalk for each new concrete approach is indicated on the plan or marked in the field by the Engineer. All portions of non-concrete service walks necessarily disturbed for the curb construction must be salvaged and piled in such a manner as to protect them from damage during the work and shall be replaced in kind when work is complete, except concrete walks indicated by the Engineer for removal and new replacement. This work shall be incidental unless otherwise noted in the plans or directed by the Engineer.

The Contractor shall provide for a minimum of one finisher to remain on the project site after final finishing of all concrete until such time as said concrete has hardened sufficiently to resist surface scarring caused by footprints, handprints, or any other type of imprint, malicious or otherwise. An unreasonable amount of leaf imprints will be considered nonconforming. The finisher shall actively and continuously patrol on foot the newly placed concrete and repair any damage to the surface that might be sustained as described above. The cost for providing the finisher(s) and necessary equipment and materials shall be considered incidental to the contract unit price for each specific concrete item.

1. PAVEMENT

    a. GENERAL

        The sequence of operations shall be strike-off, consolidation, screeding, float finishing, straight-edging, and final surface finish. The machine method of strike-off and consolidation shall be employed, except for those areas where the slab width is variable for strips or lanes of pavement uniformly less than 10 feet in width, and other areas where the use of machine methods is impractical, as determined by the Engineer who will then allow hand methods. All finishing equipment and tools shall be cleaned immediately after use and kept clean so as to maintain such equipment in satisfactory condition during use. The Contractor shall provide whatever assistance is requested by the Engineer to check the adjustment and operating condition of the machine.

b. MACHINE STRIKE-OFF

1. After the concrete is deposited, the surface of the pavement shall be struck off by the use of an approved type of finishing machine. The screeds shall be adjusted to the grades indicated on the plans. The surface of the pavement shall be struck off a sufficient number of times to form a consolidated mass of concrete with a mortar surface at finished grade.

2. Immediately after the last pass of the finishing machine, the surface of the pavement shall be floated by the use of an approved mechanically operated float or a “pan” attached to the finishing machine. Each type of float finisher shall be in first class mechanical condition, adjusted to conform to required crown and grade and shall be capable of producing the required surface finish. The width of the “pan” type of float shall be less than the width to be paved.

3. The finishing of the pavement shall comply with the provisions of “Hand Strike-Off” as described in section “c” below. Unless otherwise specified, provide a final finish with an Engineer approved artificial turf drag or equal. Use a drag made of molded polyethylene with synthetic turf blades approximately 0.85 inches long containing approximately 7200 individual blades per square foot. Use a seamless strip of artificial turf approximately full pavement width and of sufficient size that during the finishing operation approximately 2 feet of turf, measured parallel to the pavement centerline, is in contact with the pavement surface. Pull the drag with an Engineer approved device that allows control of the time and rate of texturing. Operate the drag in the longitudinal direction to produce a finish acceptable to the Engineer. Weight the drag as necessary to maintain contact with the pavement. Keep each drag clean and free of particles of hardened concrete. Replace the drag as necessary to produce the desired finish.

4. All edges of each slab, including the edges of the joints, shall be floated by hand and finished with an edging tool with a ½ inch radius. At the proper time, depending upon the rate of set of the concrete, the contraction joints shall be re-cut and the finishing of the joints completed. The completed pavement surface, including areas at expansion and contraction joints, shall not deviate more than 1/8th of an inch from the edge of a 10 foot testing device.

5. SLIP FORM MACHINE STRIKE-OFF: Before constructing pavement with slip form machines, the following shall be checked by the Engineer and Contractor: the tracking area shall be uniformly graded so as not to produce undue stress on the self-leveling mechanisms. The machine must have an operational, calibrated, variable slope control. The machine must

have the ability to produce a cross section complying with the required crown sections shown on the plans or in the special provisions.

All vibrators must be in good operating condition. Slumped edges must be immediately corrected by the use of forms. In all cases, the use of the slip form machine shall produce a continuous cross section as shown on the plans. The use of hand methods in conjunction with the slip form equipment may be allowed only with the permission of the Engineer. The Engineer reserves the right to reject the use of this machine.

c. HAND STRIKE-OFF

1. After the concrete is deposited, the surface of the pavement shall be struck off with an approved type of screed that is cut to the required form of the pavement surface. A mechanical vibrator shall be attached to the screed. The surface of the pavement shall be struck off a sufficient number of times to form a consolidated mass of concrete with a mortar surface at finished grade.

2. The entire surface shall then be floated by means of a long handled float until all surface irregularities are corrected. The pavement must then be checked by pulling a 10 foot metal straight edge over the surface. For this purpose, the Contractor shall furnish and use an accurate 10 foot straight edge with a handle at least 3 feet longer than one-half the width of the slab. The straight edge shall then be held in successive positions parallel to the street centerline in contact with the surface and the whole area gone over from one side of the slab to the other as necessary. Advance along the street in successive stages of not more than one-half the length of the straight edge. Any depressions found shall be immediately filled with fresh concrete, struck off, consolidated, and refinished. Projections also shall be struck off and finished. The straight edge testing and refloating shall continue until the entire surface is found to be free from observable deviations or irregularities and the slab has the required grade and contour. Following this, the pavement shall be finished by dragging a seamless strip of artificial turf or a broom over the full width of the pour. This operation shall be done at such times and in such a manner that will produce a surface texture satisfactory to the Engineer.

3. All edges of each slab, including the edges of the joints, shall be floated by hand and finished with an edging tool with ½ inch radius. At the proper time, depending upon the rate of set of the concrete, the contraction joints shall be re-cut and the finishing of the joint completed. The completed pavement surface, including areas at expansion and contraction joints, shall not deviate more than 1/8th of an inch from the edge of 10 foot testing device.

4. CONCRETE BASE

    a. After depositing the concrete, the surface of the pavement shall be struck off with an approved type of screed that is cut to the required form of the pavement surface. A mechanical vibrator shall be attached to the screed unless otherwise allowed by the Engineer. The surface of the pavement shall be struck off a sufficient number of times to form a consolidated mass of concrete with a mortar surface at the depth below finished grade as indicated on the plans. A finishing machine will not be required unless stipulated in the Special Provisions.

    b. The entire surface shall then be floated by means of a long handled float until all the surface irregularities are corrected.

    c. Concrete Base to receive a asphalt overlay does not require a broomed finish and shall not have curing compound applied.

2. SIDEWALK

    After deposing the concrete, the surface of the walk shall be struck off at finished grade with an approved type of screed. A mechanical vibrator shall be attached to the screed if directed by the Engineer.

    The surface shall then be worked with metal floats until a uniform mortar surface is obtained. A hand float operated in a circular motion shall be the final floating operation. Immediately after the water glaze or sheen has disappeared, the surface troweling shall be performed with a rectangular steel trowel operated by hand in a circular motion. The application of neat cement to the surface is prohibited.

    As soon as the concrete will retain its shape, the joints shall be re-cut with the jointer and the edges of all slabs rounded with an edging tool having ¼ inch radius. After all troweling and edging is completed and the concrete has attained a partial set, the surface shall be brushed with a damp, soft bristle brush.

3. CURB & GUTTER

    Immediately after depositing and spading the concrete, the exposed surfaces shall be floated with metal floats, troweled, and edged. As soon as the concrete has sufficiently set, the face forms shall be removed and separator plates withdrawn. All exposed surfaces shall be checked with a clean metal straight edge 10 feet in length. All deviations shall be immediately corrected. The edges along the back of curb, flange, and the joints shall be finished with suitable tools.

The radii at the top and bottom of the curb face shall be rounded with special tools that fit the cross section. All exposed surfaces shall then be troweled smooth.

As soon as partial set has taken place and the water glaze or sheen has disappeared, the surface shall be brushed lightly with a damp, soft bristle brush.

621.7 CURING TIME AND CLEANUP

Before opening the street to vehicular traffic, the Contractor shall clean the area of all forms, lumber, dirt, and other debris to the satisfaction of the Engineer.

The newly placed concrete shall be protected from carrying vehicular traffic until sufficient curing time has elapsed to permit traffic to use the area, i.e. when the concrete reaches 3000 psi or more in compressive strength. If new concrete is opened to traffic before the results of cylinder breaks are delivered, and the strength is found to be below 3000 psi on the day traffic was first allowed, to be determined by the Engineer, the City may require the Contractor to credit the project all or part of the cost for the concrete work since such pavement would be nonconforming. In severe cases the City may direct the Contractor to remove and replace the pavement at the Contractors own expense.

When a concrete saw has been utilized to cut joints, the Contractor will be required to clean the area of all forms, lumber, dirt, and other debris. All debris and residue created by the sawcutting shall be removed in accordance with Section 620.1.3 of the specifications.

The Contractor shall restore in an acceptable manner all property, both public and private, which has been damaged in the prosecution of the work, and shall remove all surplus and discarded materials, rubbish, and temporary structures from the right-of-way and any adjacent properties to the satisfaction of the Engineer. The Contractor shall restore all work completed under other previous contracts which has been damaged by the Contractors operations, in a manner in conformance with the specifications for the item(s) involved.

All cleanup, repair, and restoration work shall be considered incidental unless otherwise indicated as separate bid items in the proposal.

621.8 CONCRETE WORK DURING COLD WEATHER

Concrete shall be placed in accordance with Section 415 of the State Specs. The Engineer, at their discretion, may order the concrete work to cease, irrespective of air temperature, if it is anticipated that the temperature and/or wind chill will drop below freezing.

The Contractor shall remove and replace at their expense any concrete damaged by frost or freezing, irrespective of the fact that the Contractor may have had the approval of the Engineer to pour said concrete.

When concreting during cold weather, the water and the aggregates in the concrete mixture may be heated. When specifically allowed by the Engineer, the Contractor may use magnesium free calcium chloride as an admixture in the concrete at their own expense. The maximum quantity to be used shall not exceed 1% of the cement content of the mix.

Other methods of protection from freezing may be used with the written approval of the Engineer.

All costs, including but not limited to associated with cold weather concrete work shall be at the expense of the Contractor, unless specifically called out as a base bid item. If cold weather protection for concrete is required, the covering shall remain in place for the full duration of the concrete curing period when temperatures fall within ranges requiring concrete to be covered.

621.9 JOINT SEALING

Joint Sealing shall consist of cleaning the joint in preparation for sealing and sealing all contraction and expansion joints in the concrete pavement with a hot applied joint sealing material. The work shall conform to the plan details and as follows.

Joints shall not be sealed until they have been inspected and approved by the Engineer. All contraction and expansion joints in concrete pavement shall be sealed with a hot-poured sealer. All sawed transverse and longitudinal joints shall be sealed with a hot-poured sealer.

The operation of sealing shall be performed as soon as practicable upon elapse of the curing period and, in any event, prior to the time traffic of any kind uses the pavement unless otherwise approved by the Engineer. Application of the joint sealer shall be made when the joint surfaces are clean and dry.

1. Immediately before sealing the joint, thoroughly clean the joints of all laitance, curing compound, and other foreign material. Exposed joint faces shall be cleaned by sandblasting or water blasting with sufficient pressure to thoroughly and completely clean the joint. A multiple-pass technique shall be used until the surfaces are free of material that might prevent bonding. For the final cleaning immediately prior to installation of the sealer, the joints shall be blown clean with oil-free compressed air. The joint faces must be surface dry when sealant is applied.

2. The sealing compound shall be heated to the pouring temperature recommended by the manufacturer in an approved kettle or tank,

constructed as a double boiler, with the space between the inner and outer shells filled with oil or other satisfactory heat transfer medium. The heating kettle shall be equipped with a mechanical agitator, positive temperature control, and an approved dial thermometer for checking temperatures of the compound. The heating kettle, if and when operated on concrete, shall be properly insulated against the radiation of heat to the concrete surface.

3. The sealing compound shall NOT be heated above the maximum safe heating temperature as specified by the manufacturer. Any material heated above the maximum safe heating temperature shall be discarded.

4. Pouring of joints shall be made when the sealing material is at the required temperature and, insofar as practicable, the sealing compound shall be maintained at a uniform temperature during pouring operations. Pouring shall not be permitted when the temperature of the sealing compound in the applicator, as it is applied to the joint, is more than 10° F below the recommended pouring temperature. Pouring of the molten sealer in the joint opening shall be done with such equipment that the sealer completely fills the joint opening **without overflowing on the adjoining surface and when finished** and, after shrinkage, the sealer is approximately flush with the adjoining surfaces. In the event satisfactory sealing of a joint is not accomplished in a single pouring, the sealing compound shall be placed in two pourings. At least one-half of the required amount shall be placed in the first pouring, and the second pouring shall follow the first as soon as practicable after the first pouring has attained maximum shrinkage, but not later than one hour after the first pouring.

621.10 TESTING

The Engineer may, at any time, perform one or a combination of concrete tests including, but not limited to, strength, air content, slump, and temperature as they see fit. The Engineer may also perform plant inspections and source material testing in accordance with the State Specs. The Contractor is free to perform their own testing at their own expense whenever they choose.

Should the Engineer perform testing but the Contractor chooses not to test on their own, the Contractor waives their right to dispute any testing results, except in cases where gross negligence of acceptable industry methods was documented. The Contractor is solely responsible to cast strength cylinders for their use to determine the permissible timing to reopen concrete pavements, approaches, and sidewalk to use that they determine necessary and/or to meet specific contract requirements. If strength cylinders are not cast, the contractor shall not open concrete to traffic until

the concrete has accrued the specified number of curing days as outlined in section 415.3.15 of the State Specs.

621.11 PAYMENT

1. THICKNESS TOLERANCES

   Payment adjustments for thickness for any pavement items, including but not limited to streets, alleys, walks, and drives, may be made in accordance with the table shown below, at the discretion of the Engineer:

Deficiency in Thickness Determined by Cores (in.)	Proportional Part of Bid Price Allowed
0.00 to 0.25	100%
0.26 to 0.35	80%
0.36 to 0.45	72%
0.46 to 0.55	68%
0.56 to 0.75	57%
0.76 to 1.00	50%
Greater than 1.00	Remove & Replace

   Areas of pavement determined to be deficient in thickness by more than 1 inch shall be removed and replaced by the Contractor at their expense with concrete pavement of specified plan thickness. The Engineer may permit the deficient pavement to remain in place, in which case the value of the nonconforming area will be deducted from monies owed to the Contractor.

   If sidewalk requires coring to determine thickness, a panel that is cored will be required to be removed and replaced. If any deficiency in thickness greater than 0.25” exists in the cored panel, the contractor shall remove and replace the cored panel at cost to the City. If the panel is of acceptable thickness, the City will pay under the contract bid price the cost to remove and replace the panel.

2. VERIFICATION TESTING

   City Verification cylinders will be at a minimum taken as follows by HTCP or ACI certified technicians:

   a. Class I Concrete, as defined by Section 715 of the State Specs, will have (3) cylinders made for testing at least once per 800 CY of concrete placed or at minimum of once daily.

   b. Class II Concrete, as defined by Section 716 of the State Specs, will have (3) cylinders made for testing at least once per 400 CY of concrete placed.

c. Class III Concrete, as defined by Section 716 of the State Specs, is tested at random and at the direction of the Engineer.

The City will have a certified testing lab test the cylinders for compressive strength. Payment adjustments for any concrete items, including but not limited to streets, alleys, walks, and drives, may be made in accordance with the table shown below, at the discretion of the Engineer, for the full amount of concrete placed between City Verification Cylinders:

Deficiency in Average Strength Determined by Cast Cylinders	Proportional Part of Bid Price Allowed
3600 PSI or Greater	100%
3400 – 3599 PSI	95%
3000 – 3399 PSI	90%
2500 – 2999 PSI	80%
Less than 2500 PSI	Remove & Replace

The Contractor, at their own cost, may elect to take cylinders at the same or increased frequency for their own quality control purposes.

621.12 BRICK PAVERS

The paving block installation shall be rigid and shall not be displaced even when subjected to heavy loads. Paving Blocks shall be reset to match the existing pattern. They shall be sawcut as required to fit existing conditions and shall tightly abut all existing construction without gaps. Material for setting bed course and the joints between the pavers shall consist of a wet mixture of 1-part Portland cement to 10 parts mason sand. Where Paving Blocks abut existing curb, the finished surface shall be 1/2-inch above the top-of-curb.

Sealant shall be placed at all joints between paver block and water, gas, or other utility boxes. Sealant for joints around utility boxes shall be SikaFlex 1A, as manufactured by Sika Corp, Lyndhurst, NJ, 800-933-7452, or approved equal. Color shall be concrete gray unless otherwise specified or noted in the plans. Seal around all utility boxes with specified material in accordance with manufacturer's requirements.

Where there are existing gaps wider than ½ inch between blocks to be removed and reset or replaced, paver blocks shall be cut with a saw to provide the pieces necessary to fill in the gaps.

Bricks that are part of an adjacent driveway, sidewalk, carriage walk, or other feature shall be removed as necessay to complete the scope of work, salvaged and stored in a safe location and reinstalled within 5 days of the sidewalk being replaced even if these bricks are within the right-of-way. Reinstallation of privately owned sidewalk bricks shall match the existing condition of the

sidewalk prior to the work taking place. Removal, salvaging, storing and reinstallation of bricks that are part of an adjacent driveway, sidewalk, carriage walk, or other feature shall be considered incidental to the contract.

621.13 MUDJACKING

1. GENERAL

The Contractor shall furnish all equipment, tools, and other apparatus necessary for the proper construction and acceptable completion of the work specified under this contract. The equipment shall be approved by the Engineer prior to starting the work, and maintained in good working condition by the Contractor during the progress of the work.

All necessary hoses, valves, valve manifolds, and positive cut-off and bypass provisions to control pressure and volume, pressure gauges with gauge protectors, expanding packers for positive seal grout injection, wood plugs, hole washing tools, and drill steel and bits shall be provided by the Contractor.

Prior to jacking any pavement, the slabs shall be closely examined for any existing cracks. This investigation shall be performed by the Contractor and the Engineer. Both parties shall agree regarding the existing condition of the pavement, and existing cracks shall be noted or marked.

The Contractor shall replace or repair any slabs broken due to jacking as determined by the Engineer. The Engineer may require the removal and replacement of the entire slab or a portion of the slab damaged by radial or transverse cracks.

2. WATER SUPPLY

If water tanks are not an integral part of the grout delivery machine, the Contractor shall supply water for delivery to the work site. See section 605.1.02A. Use of City Water for more information.

3. INJECTION HOLES & DRILLING

An air compressor and rock drill or other device capable of drilling the grout injection holes through the sidewalk slab and base material shall be provided. The equipment shall be in good condition. The holes shall be vertical and round. Down-feed pressure whether by hand or mechanical means shall not exceed 200 psi. Holes shall be drilled to prevent breakout at the bottom of the pavement.

Grout injection holes shall be drilled in a pattern approved by the Engineer. Holes shall not be larger than 2 inches in diameter, drilled vertically to a depth

sufficient to penetrate through any chemically stabilized base, but not more than 3 inches into the subgrade. Holes shall be drilled so that breakout shall not occur at the bottom of the slab.

Subject to the Engineer's approval, holes may be washed or air blown to create a small cavity to allow the initial spread of grout.

After jacking has been completed at any one hole, the packer shall be removed and the hole temporarily plugged immediately with a tapered wooden plug. The temporary wooden plugs shall not be removed until the grout has set sufficiently so that back pressure will not force it through the hole. Each hole shall be permanently sealed flush with the pavement surface with a fast setting sand/cement or other patch material approved by the Engineer. The patch material shall have a minimum thickness of 3 inches.

4. WEATHER LIMITATIONS

Pavement mudjacking shall not be performed when the ambient temperature at the bottom of the pavement slab is less than 40° F, or when the subgrade or subbase is frozen.

5. GROUT MIXTURE

At least 2 weeks before the start of mudjacking operations, the Contractor shall submit the grout mix design to the Engineer for approval. Submit a mix design for each type of grout or blended material including a complete list of ingredients, admixtures, and set time.

6. JACKING

An expanding rubber packer or other approved device providing a positive seal and connected to the discharge hose on the grout plant shall be lowered into the holes. The discharge end of the packer or hose shall not extend below the lower surface of the concrete pavement. The Contractor shall pump in a pattern and in the amount required to raise the pavement to within 1/4 inch of finial grade. Grade tolerances shown in this section shall be applicable to transverse grades as well as longitudinal grades. Continuous pressures to 200 psi will be permitted. Pressures to 300 psi will be allowed only for short periods. In the event the pavement is bonded to the subgrade, brief pressure rises (10 seconds or less) to 600 psi will be allowed. **Loss of grout through cracks, joints, other injection holes, or from back pressure in the hose or in the shoulder area will not be tolerated.** Grout held in the mixer or in the injection pump or hose for more than 1 hour after mixing shall not be used for jacking.

The slabs shall not be raised more than 1/4 inch when pumping in any one hole at any time. No part of the slab shall lead any other part of the slab or any

adjacent slab more than 1/4 inch at any time. The entire slab and all adjacent slabs shall be kept on the same plane at all times, within the 1/4 inch tolerance. The Contractor shall make observations to assure that when pumping from one hole, the grout flows to adjacent holes to ensure that all voids are filled. The Contractor may cut a slab to prevent breakage when it is bound against an adjoining slab. If the temperature is 80° F, or higher during the jacking operation, the slabs shall be sufficiently moistened to prevent expansion of the slabs.

Upon completion of jacking operations, slabs within the work area shall present an even grade at each joint and shall not vary from the final elevations by more than 1/4 inch. If slabs are found that are lower than the specified tolerance from the final grade, these slabs shall be further jacked until the tolerance is met. Should any over-jacking be greater than 1/4 inch the Engineer has the option to require removal and replacement of the pavement. These repairs shall be accomplished at no additional cost to the City.

The Contractor shall not permit pedestrian traffic on the pavement slab until the grout has set for a minimum of 24 hours.

7. ACCEPTANCE OF WORK

Prior to acceptance, the Contractor shall remove loose concrete, joint filler, or grout spilled on the surface or shoulder. Waste construction material shall be removed and the surrounding areas shall be left in a neat, orderly condition by the Contractor prior to opening to traffic or final acceptance.