ITEM 420
CONCRETE STRUCTURES

420.1. Description. Construct concrete structures.

420.2. Materials.

A. Concrete. Provide concrete conforming to Item 421, "Hydraulic Cement Concrete." For each type of structure or unit, provide the class of concrete shown on the plans or in pertinent governing specifications.

B. Grout or Mortar. Provide grout or mortar conforming to Section 421.2.F, "Mortar and Grout."

C. Latex. Provide an acrylic-polymer latex admixture (acrylic resin emulsion per DMS-4640, "Chemical Admixtures for Concrete") suitable for producing polymer-modified concrete or mortar. Do not allow latex to freeze.

D. Reinforcing Steel. Provide reinforcing steel conforming to Item 440, "Reinforcing Steel."

E. Expansion Joint Material. Provide materials that conform to the requirements of DMS-6310, "Joint Sealants and Fillers":

- Provide preformed fiber expansion joint material that conforms to the dimensions shown on the plans. Provide preformed bituminous fiber material unless otherwise specified.
- Provide a Class 4, 5, or 7 low-modulus silicone sealant unless otherwise directed.
- Provide asphalt board that conforms to dimensions shown on the plans.
- Provide re-bonded neoprene filler that conforms to the dimensions shown on the plans.

F. Waterstop. Provide rubber or polyvinyl chloride (PVC) waterstops that conform to DMS-6160, "Waterstops, Nylon Reinforced Neoprene Sheet, and Elastomeric Pads," unless otherwise shown on the plans.

G. Evaporation Retardants. Provide evaporation retardants that conform to the requirements of DMS-4650, "Hydraulic Cement Concrete Curing Materials and Evaporation Retardants."

H. Curing Materials. Provide membrane curing compounds that conform to the requirements of DMS-4650, "Hydraulic Cement Concrete Curing Materials and Evaporation Retardants."

Provide cotton mats that consist of a filling material of cotton "bat" or "bats" (at least 12 oz. per square yard) completely covered with unsized cloth (at least 6 oz. per square yard) stitched longitudinally with continuous parallel rows of stitching spaced at less than 4 in., or tuft both longitudinally and transversely at intervals less than 3 in. Provide cotton mats that are free from tears and in good general condition. Provide a flap at least 6 in. wide consisting of 2 thicknesses of the covering and extending along 1 side of the mat.

Provide polyethylene sheeting that is at least 4 mils thick and free from visible defects. Provide only clear or opaque white sheeting when the ambient temperature during curing exceeds 60°F or when applicable to control temperature during mass pours.

Provide burlap-polyethylene mats made from burlap impregnated on 1 side with a film of opaque white pigmented polyethylene, free from visible defects. Provide laminated mats that have at least 1 layer of an impervious material such as polyethylene, vinyl plastic, or other acceptable material (either as a solid sheet or impregnated into another fabric) and are free of visible defects.

I. Epoxy. Unless otherwise specified, provide epoxy materials that conform to DMS-6100, "Epoxy and Adhesives."

420.3. Equipment.

A. **Fogging Equipment.** Use fogging equipment that can apply water in a fine mist, not a spray. Produce the fog using equipment that pumps water or water and air under high pressure through a suitable atomizing nozzle. Use hand-held mechanical equipment portable enough to use in the direction of any prevailing wind and adaptable for intermittent use to prevent excessive wetting of the concrete.

B. **Transporting and Placing Equipment.** Use appropriate transporting and placing equipment such as buckets, chutes, buggies, belt conveyors, pumps, or other equipment as necessary. Do not transport or convey concrete through equipment made of aluminum. Use carts with pneumatic tires for carting or wheeling concrete over newly placed slabs.

Use tremies to control the fall of concrete or for underwater placement. Use tremies that are watertight and of large enough diameter to allow the placement of the concrete but less than 14 in. in diameter. For underwater placements, construct the tremie so that the bottom can be sealed and opened once the tremie has been fully charged with concrete.

Use pumps with lines at least 5 in. I.D. where Grade 2 or smaller coarse aggregate is used, and at least 8 in. I.D. for Grade 1 coarse aggregate.

C. **Vibrators.** Use immersion-type vibrators for consolidation of concrete. Provide at least 1 standby vibrator for emergency use.

D. **Screeds and Work Bridges for Bridge Slabs.** For bridge slabs use a self-propelled transverse screed or a mechanical longitudinal screed. Use transverse screeds that are able to follow the skew of the bridge for skews greater than 15° unless otherwise approved. Equip transverse screeds with a pan float. Manually operated screeding equipment may be used if approved for top slabs of culverts, small placements, or unusual conditions. Use screeds that are rigid and heavy enough to hold true to shape and have sufficient adjustments to provide for the required camber or section. Equip the screeds, except those of the roller drum type, with metal cutting edges.

For bridge slabs, use sufficient work bridges for finishing operations. Mount a carpet drag to a work bridge or a moveable support system that can vary the area of carpet in contact with the concrete. Use carpet pieces long enough to cover the entire width of the placement. Splice or overlap the carpet as necessary. Ensure that enough carpet is in contact longitudinally with the concrete being placed to provide the desired surface finish. Use artificial grass-type carpeting having a molded polyethylene pile face with a blade length between 5/8 and 1 in. and with a minimum weight of 70 oz. per square yard. Ensure that the carpet has a strong, durable backing not subject to rot and that the facing is adequately bonded to the backing to withstand the intended use. A burlap drag, attached to the pan float on a transverse screed, may be used instead of the carpet drag.

E. **Temperature Recording Equipment.** For mass concrete operations or as otherwise specified, use strip chart temperature recording devices, recording maturity meters in accordance with Tex-426-A, or other approved devices that are accurate to within ±2°F within the range of 32 to 212°F.

F. **Artificial Heating Equipment.** Use artificial heating equipment as necessary for maintaining the concrete temperatures as specified in Section 420.4.G.11, "Placing Concrete in Cold Weather."

G. **Sawing Equipment.** Use sawing equipment capable of cutting grooves in completed bridge slabs and top slabs of direct-traffic culverts. Provide grooves that are 1/8 to 3/16 in. deep and nominally 1/8 in. wide. Groove spacing may range from 5/8 to 1 in. Use sawing equipment capable of cutting grooves in hardened concrete to within 18 in. of the barrier rail or curb.

H. **Spraying Equipment.** Use mechanically powered pressure sprayers, either air or airless, with appropriate atomizing nozzles for the application of membrane curing. Mechanically driven spraying equipment, adaptable to the rail system used by the screeds, may be used for applying membrane curing to bridge slabs. If approved, use hand-pressurized spray equipment equipped with 2 or 3 fan-spray nozzles. Ensure that the spray from each nozzle overlaps the spray from adjacent nozzles by approximately 50%.

I. **Concrete Testing Equipment.** Provide testing equipment for use by the Engineer in accordance with Section 421.3.C, "Testing Equipment."

420.4. Construction. Before starting work, obtain approval for proposed construction methods. Approval of construction methods and equipment does not relieve the Contractor's responsibility for safety or correctness of methods, adequacy of equipment, or completion of work in full accordance with the Contract.

Unless otherwise shown on the plans, it is the Contractor's option to perform testing on structural concrete (structural classes of concrete are identified in Table 5 of Section 421.4.A, "Classification and Mix Design") to determine the in-situ strength to address the schedule restrictions in Section 420.4.A, "Schedule Restrictions." The Engineer may require the Contractor to perform this testing for concrete placed in cold weather. For Contractor-performed testing, make enough test specimens to ensure that strength requirements are met for the operations listed in Section 420.4.A. Make at least 1 set of test specimens for each element cast each day. Cure these specimens under the same conditions as the portion of the structure involved for all stages of construction. Ensure safe handling, curing, and storage of all test specimens. Provide testing personnel, and sample and test the hardened concrete in accordance with Section 421.4.G, "Sampling and Testing of Concrete." The maturity method, Tex-426-A, may be used for in-situ strength determination for schedule restrictions if approved. Coring will not be allowed for in-situ strength determination for schedule restrictions. Provide the Engineer the opportunity to witness all testing operations. Report all test results to the Engineer.

If the Contractor does not wish to perform schedule restriction testing, the Engineer's 7-day lab-cured tests, performed in accordance with Section 421.4.G.5, "Adequacy and Acceptance of Concrete," will be used for schedule restriction determinations. The Engineer may require additional time for strength gain to account for field curing conditions such as cold weather.

A. **Schedule Restrictions.** Unless otherwise shown on the plans, construct and open completed structures to traffic with the following limitations:

1. **Setting Forms.** Attain at least 2,500 psi compressive strength before erecting forms on concrete footings supported by piling or drilled shafts, or on individual drilled shafts. Erect forms on spread footings and culvert footings after the footing concrete has aged at least 2 curing days as defined in Section 420.4.J, "Curing Concrete." Place concrete only after the forms and reinforcing steel have been inspected by the Engineer.

   Support tie beam or cap forms by falsework on previously placed tie beams only if the tie beam concrete has attained a compressive strength of 2,500 psi and the member is properly supported to eliminate stresses not provided for in the design. Maintain curing as required until completion of the curing period.

   Place superstructure forms or falsework on the substructure only if the substructure concrete has attained a compressive strength of 3,000 psi.

2. **Removal of Forms and Falsework.** Keep in place weight-supporting forms and falsework for bridge components and culvert slabs until the concrete has attained a compressive strength of 2,500 psi in accordance with Section 420.4.K, "Removal of Forms and Falsework." Keep all forms for mass placements defined in Section 420.4.G.14, "Mass Placements," in place for 4 days following concrete placement.

3. **Placement of Superstructure Members.** Do not place superstructure members before the substructure concrete has attained a compressive strength of 3,000 psi.

4. **Longitudinal Screeding of Bridge Slabs.** Place a longitudinal screed directly on previously placed concrete slabs to check and grade an adjacent slab only after the previously placed slab has aged at least 24 hr. Place and screed the concrete after the previously placed slabs have aged at least 48 hr. Maintain curing of the previously placed slabs during placement.

5. **Staged Placement of Bridge Slabs on Continuous Steel Units.** When staged placement of a slab is required, ensure that the previously placed concrete attains a compressive strength of 3,000 psi before placing the next stage placement. Multiple stages may be placed in a single day if approved.
6. **Storage of Materials on the Structure.** Obtain approval to store materials on completed portions of a structure once a compressive strength of 3,000 psi has been attained. Maintain proper curing if materials will be stored on structures before completion of curing.
7. **Placement of Equipment and Machinery.** Do not place erection equipment or machinery on the structure until the concrete has attained the design strength specified in Section 421.4.A, "Classification and Mix Design," unless otherwise approved.
8. **Carting of Concrete.** Once the concrete has attained a compressive strength of 3,000 psi, it may be carted, wheeled, or pumped over completed slabs. Maintain curing during these operations.
9. **Placing Bridge Rails.** Reinforcing steel and concrete for bridge rails may be placed on bridge slabs once the slab concrete has attained a compressive strength of 3,000 psi. If slipforming methods are used for railing concrete, ensure the slab concrete has attained its design strength specified in Section 421.4.A, "Classification and Mix Design," before placing railing concrete.
10. **Opening to Construction Traffic.** Bridges and direct-traffic culverts may be opened to all construction traffic when the design strength specified in Section 421.4.A, "Classification and Mix Design," has been attained if curing is maintained.
11. **Opening to Full Traffic.** Bridges and direct-traffic culverts may be opened to the traveling public when the design strength specified in Section 421.4.A, "Classification and Mix Design," has been attained for all structural elements including railing subject to impact from traffic, when curing has been completed for all slabs, and when the concrete surface treatment has been applied in accordance with Item 428, "Concrete Surface Treatment." Obtain approval before opening bridges and direct-traffic culverts to the traveling public. Other noncritical structural and nonstructural concrete may be opened for service upon the completion of curing unless otherwise specified or directed.
12. **Post-Tensioned Construction.** For structural elements designed to be post-tensioned ensure that strength requirements on the plans are met for stressing and staged loading of structural elements.
13. **Backfilling.** Backfill in accordance with Section 400.3.C, "Backfill."

B. **Plans for Falsework and Forms.** Submit 2 copies of plans for falsework and forms for piers, superstructure spans over 20 ft. long, bracing systems for girders when the overhang exceeds 3 ft. 6 in., and bridge widening details. Submit similar plans for other units of the structure as directed. Show all essential details of proposed forms, falsework, and bracing. Have a licensed professional engineer design, seal, and sign these plans. Department approval is not required, but the Department reserves the right to request modifications to the plans. The Contractor is responsible for the adequacy of these plans.

C. **Falsework.** Design and construct falsework to carry the maximum anticipated loads safely, including wind loads, and to provide the necessary rigidity. Submit details in accordance with Section 420.4.B, "Plans for Falsework and Forms."

Design job-fabricated falsework assuming a weight of 150 pcf for concrete, and include a liveload allowance of 50 psf of horizontal surface of the form. Do not exceed 125% of the allowable stresses used by the Department for the design of structures.

For commercially produced structural units used in falsework, do not exceed the manufacturer's maximum allowable working loads for moment and shear or end reaction. Include a liveload allowance of 35 psf of horizontal form surface in determining the maximum allowable working load for commercially produced structural units.

Provide timber that is sound, in good condition, and free from defects that would impair its strength. Provide timber that meets or exceeds the species, size, and grade requirements in the submitted falsework plans.

Provide wedges made of hardwood or metal in pairs to adjust falsework to desired elevations to ensure even bearing. Do not use wedges to compensate for incorrectly cut bearing surfaces.

Use sills or grillages that are large enough to support the superimposed load without settlement. Take precautions to prevent settling of the supporting material unless the sills or grillages are founded on solid rock, shale, or other hard materials.

Place falsework that cannot be founded on a satisfactory spread footing on piling or drilled shafts with enough bearing capacity to support the superimposed load without settlement. Drive falsework piling to the required resistance determined by the applicable formula in Item 404, "Driving Piling." Design drilled shafts for falsework to carry the superimposed load using both skin friction and point bearing.

Weld in conformance with Item 448, "Structural Field Welding." Securely brace each falsework bent to provide the stiffness required, and securely fasten the bracing to each pile or column it crosses.

Remove falsework when it is no longer required or as indicated on the submitted falsework plan. Pull or cut off foundations for falsework at least 2 ft. below finished ground level. Completely remove falsework, piling, or drilled shafts in a stream, lake, or bay to the approved limits to prevent obstruction to the waterway.

D. Forms. Submit formwork plans in accordance with Section 420.4.B, "Plans for Falsework and Forms."

1. General. Except where otherwise specified or permitted, provide forms of either timber or metal.

Design forms for the pressure exerted by a liquid weighing 150 pcf. Take the rate of concrete placement into consideration in determining the depth of the equivalent liquid. Include a liveload allowance of 50 psf of horizontal surface for job-fabricated forms. Do not exceed 125% of the allowable stresses used by the Department for the design of structures.

For commercially produced structural units used for forms, do not exceed the manufacturer's maximum allowable working loads for moment and shear or end reaction. Include a liveload allowance of 35 psf of horizontal form surface in determining the maximum allowable working load for commercially produced structural units.

Provide steel forms for round columns unless otherwise approved. Refer to Item 427, "Surface Finishes for Concrete," for additional requirements for off-the-form finishes.

Provide commercial form liners for imprinting a pattern or texture on the concrete surface as shown on the plans and specified in Section 427.4.B.2.d, "Form Liner Finish."

Provide forming systems that are practically mortar-tight, rigidly braced, and strong enough to prevent bulging between supports, and maintain them to the proper line and grade during concrete placement. Maintain forms in a manner that prevents warping and shrinkage. Do not allow offsets at form joints to exceed 1/16 in.

For forms to be left in place, use only material that is inert, nonbiodegradable, and nonabsorptive.

Attachment of forms or screed supports for bridge slabs to steel I-beams or girders may be by welding subject to the following requirements:

- Do not weld to tension flanges or to areas indicated on the plans.
- Weld in accordance with Item 448, "Structural Field Welding."

Take into account:

- deflections due to cast-in-place slab concrete and railing shown in the dead load deflection diagram in the setting of slab forms,

- differential beam or girder deflections due to skew angles and the use of certain stay-in-place slab forming systems, and
- deflection of the forming system due to the wet concrete.

For bridge approach slabs, securely stake forms to line and grade and maintain in position. Rigidly attach inside forms for curbs to the outside forms.

Construct all forms to permit their removal without marring or damaging the concrete. Clean all forms and footing areas of any extraneous matter before placing concrete. Provide openings in forms if needed for the removal of laitance or foreign matter

Treat the facing of all forms with bond-breaking coating of composition that will not discolor or injuriously affect the concrete surface. Take care to prevent coating of the reinforcing steel.

Complete all preparatory work before requesting permission to place concrete.

If the forms show signs of bulging or sagging at any stage of the placement, cease placement and remove the portion of the concrete causing this condition immediately if necessary. Reset the forms and securely brace them against further movement before continuing the placement.

2. **Timber Forms.** Provide properly seasoned good-quality lumber that is free from imperfections that would affect its strength or impair the finished surface of the concrete. Provide timber or lumber that meets or exceeds the requirements for species and grade in the submitted formwork plans.

   Maintain forms or form lumber that will be reused so that it stays clean and in good condition. Do not use any lumber that is split, warped, bulged, or marred or that has defects that will produce inferior work, and promptly remove such lumber from the work.

   Provide form lining for all formed surfaces except:
   - the inside of culvert barrels, inlets, manholes, and box girders;
   - the bottom of bridge slabs between beams or girders;
   - surfaces that are subsequently covered by backfill material or are completely enclosed; and
   - any surface formed by a single finished board or by plywood.

   Provide form lining of an approved type such as masonite or plywood. Do not provide thin membrane sheeting such as polyethylene sheets for form lining.

   Use plywood at least 3/4 in. thick. Place the grain of the face plies on plywood forms parallel to the span between the supporting studs or joists unless otherwise indicated on the submitted form drawings.

   Use plywood for forming surfaces that remain exposed that meets the requirements for B-B Plyform Class I or Class II Exterior of the U.S. Department of Commerce Voluntary Product Standard PS 1.

   Space studs and joists so that the facing form material remains in true alignment under the imposed loads.

   Space wales closely enough to hold forms securely to the designated lines, scabbed at least 4 ft. on each side of joints to provide continuity. Place a row of wales near the bottom of each placement.

   Place facing material with parallel and square joints, securely fastened to supporting studs.

   For surfaces exposed to view and receiving only an ordinary surface finish as defined in Section 420.4.M, "Ordinary Surface Finish," place forms with the form panels symmetrical (long dimensions set in the same direction). Make horizontal joints continuous.

   Make molding for chamfer strips or other uses of materials of a grade that will not split when nailed and that can be maintained to a true line without warping. Dress wood molding on all

faces. Unless otherwise shown on the plans, fill forms at all sharp corners and edges with triangular chamfer strips measuring 3/4 in. on the sides.

To hold forms in place, use metal form ties of an approved type or a satisfactory substitute of a type that permits ease of removal of the metal. Cut back wire ties at least 1/2 in. from the face of the concrete.

Use devices to hold metal ties in place that are able to develop the strength of the tie and adjust to allow for proper alignment.

Entirely remove metal and wooden spreaders that separate the forms as the concrete is being placed.

Provide adequate clean-out openings for narrow walls and other locations where access to the bottom of the forms is not readily attainable.

3. **Metal Forms.** Requirements for timber forms regarding design, mortar-tightness, filleted corners, beveled projections, bracing, alignment, removal, reuse, and wetting also apply to metal forms except that metal forms do not require lining unless specifically noted on the plans.

   Use form metal thick enough to maintain the true shape without warping or bulging. Countersink all bolt and rivet heads on the facing sides. Design clamps, pins, or other connecting devices to hold the forms rigidly together and to allow removal without damage to the concrete. Use metal forms that present a smooth surface and that line up properly. Keep metal free from rust, grease, and other foreign materials.

4. **Form Supports for Overhang Slabs.** Form supports that transmit a horizontal force to a steel girder or beam or to a prestressed concrete beam are permitted provided a satisfactory structural analysis has been made of the effect on the girder or beam as indicated in the submitted formwork plans.

   When overhang brackets are used on prestressed concrete beam spans with slab overhangs not exceeding 3 ft 6 in., use beam bracing as indicated in the plans. For spans with overhangs exceeding this amount, use additional support for the outside beams regardless of the type of beam used. Submit details of the proposed bracing system in accordance with Section 420.4.B, "Plans for Falsework and Forms."

   Punch or drill holes full size in the webs of steel members for support of overhang brackets, or torch-cut them to 1/4 in. under size and ream them full size. Do not burn the holes full size. Leave the holes open unless otherwise shown on the plans. Never fill the holes by welding.

E. Drains. Install and construct weep holes and roadway drains as shown on the plans.

F. Placing Reinforcement. Place reinforcement as provided in Item 440, "Reinforcing Steel." Do not weld reinforcing steel supports to I-beams or girders or to reinforcing steel except where shown on the plans.

Place post-tensioning ducts in accordance with the approved prestressing details and in accordance with Item 426, "Prestressing." Keep ducts free of obstructions until all post-tensioning operations are complete.

G. Placing Concrete. Give the Engineer sufficient advance notice before placing concrete in any unit of the structure to permit the inspection of forms, reinforcing steel placement, and other preparations.

Follow the sequence of placing concrete shown on the plans or specified.

Do not place concrete when impending weather conditions would impair the quality of the finished work. If conditions of wind, humidity, and temperature are such that concrete cannot be placed without the potential for shrinkage cracking, place concrete in early morning or at night or adjust the placement schedule for more favorable weather. Consult the evaporation rate nomograph in the Portland Cement Association's *Design and Control of Concrete Mixtures* for shrinkage cracking

potential. When mixing, placing, and finishing concrete in non-daylight hours, adequately illuminate the entire placement site as approved.

If changes in weather conditions require protective measures after work starts, furnish adequate shelter to protect the concrete against damage from rainfall or from freezing temperatures as outlined in this Item. Continue operations during rainfall only if approved. Use protective coverings for the material stockpiles. Cover aggregate stockpiles only to the extent necessary to control the moisture conditions in the aggregates.

Allow at least 1 curing day after the concrete has achieved initial set before placing strain on projecting reinforcement to prevent damage to the concrete.

1. **Placing Temperature.** Place concrete according to the following temperature limits for the classes of concrete defined in Section 421.4.A, "Classification and Mix Design":
   - Place Class C, F, H, K, or SS concrete only when its temperature at time of placement is between 50 and 95°F. Increase the minimum placement temperature to 60°F if ground-granulated blast furnace (GGBF) slag is used in the concrete.
   - When used in a bridge slab or in the top slab of a direct-traffic culvert, place Class CO, DC, or S concrete only when its temperature at the time of placement is between 50 and 85°F. Increase the minimum placement temperature to 60°F if GGBF slag is used in the concrete. The maximum temperature increases to 95°F if these classes are used for other applications.
   - Place Class A, B, and D concrete only when its temperature at the time of placement is greater than 50°F.
   - Place mass concrete, defined by Section 420.4.G.14, "Mass Placements," only when its temperature at the time of placement is between 50 and 75°F.
2. **Transporting Time.** Place concrete delivered in agitating trucks within 60 min. after batching. Place concrete delivered in non-agitating equipment within 45 min. after batching. Revise the concrete mix design as necessary for hot weather or other conditions that contribute to quick setting of the concrete. Submit for approval a plan to demonstrate that these time limitations can be extended while ensuring the concrete can be properly placed, consolidated, and finished without the use of additional water.
3. **Workability of Concrete.** Place concrete with a slump as specified in Section 421.4.A.5, "Slump." Concrete that exceeds the maximum slump will be rejected. Water may be added to the concrete before discharging any concrete from the truck to adjust for low slump provided that the maximum mix design water–cement ratio is not exceeded. After introduction of any additional water or chemical admixtures, mix concrete in accordance with Section 421.4.E, "Mixing and Delivering Concrete." Do not add water or chemical admixtures after any concrete has been discharged.
4. **Transporting Concrete.** Use a method and equipment capable of maintaining the rate of placement shown on the plans or required by this Item to transport concrete to the forms. Transport concrete by buckets, chutes, buggies, belt conveyors, pumps, or other methods.

   Protect concrete transported by conveyors from sun and wind to prevent loss of slump and workability. Shade or wrap with wet burlap pipes through which concrete is pumped as necessary to prevent loss of slump and workability.

   Arrange and use chutes, troughs, conveyors, or pipes so that the concrete ingredients will not be separated. When necessary to prevent segregation, terminate such equipment in vertical downspouts. Extend open troughs and chutes, if necessary, down inside the forms or through holes left in the forms.

   Keep all transporting equipment clean and free from hardened concrete coatings. Discharge water used for cleaning clear of the concrete.

5. **Preparation of Surfaces.** Thoroughly wet all forms, prestressed concrete panels, T-beams, and concrete box beams on which concrete is to be placed before placing concrete on them. Remove any remaining puddles of excess water before placing concrete. Provide surfaces that are in a moist, saturated surface-dry condition when concrete is placed on them.

   Ensure that the subgrade or foundation is moist before placing concrete for bridge approach slabs or other concrete placed on grade. Lightly sprinkle the subgrade if dry.

6. **Expansion Joints.** Construct joints and devices to provide for expansion and contraction in accordance with plan details and the requirements of this Section and Item 454, "Bridge Expansion Joints."

   Prevent bridging of concrete or mortar around expansion joint material in bearings and expansion joints.

   Use forms adaptable to loosening or early removal in construction of all open joints and joints to be filled with expansion joint material. To avoid expansion or contraction damage to the adjacent concrete, loosen these forms as soon as possible after final concrete set to permit free movement of the span without requiring full form removal.

   When the plans show a Type A joint, provide preformed fiber joint material in the vertical joints of the roadway slab, curb, median, or sidewalk, and fill the top 1 in. with the specified joint sealing material unless noted otherwise. Install the sealer in accordance with Item 438, "Cleaning and Sealing Joints and Cracks (Rigid Pavement and Bridge Decks)," and the manufacturer's recommendations.

   Use light wire or nails to anchor any preformed fiber joint material to the concrete on 1 side of the joint.

   Ensure that finished joints conform to the plan details with the concrete sections completely separated by the specified opening or joint material.

   Remove all concrete within the joint opening soon after form removal and again where necessary after surface finishing to ensure full effectiveness of the expansion joint.

7. **Construction Joints.** A construction joint is the joint formed by placing plastic concrete in direct contact with concrete that has attained its initial set. Monolithic placement means that the manner and sequence of concrete placing does not create a construction joint.

   Make construction joints of the type and at the locations shown on the plans. Do not make joints in bridge slabs not shown on the plans unless approved. Additional joints in other members are not permitted without approval. Place authorized additional joints using details equivalent to those shown on the plans for joints in similar locations.

   Unless otherwise required, make construction joints square and normal to the forms. Use bulkheads in the forms for all vertical joints.

   Thoroughly roughen the top surface of a concrete placement terminating at a horizontal construction joint as soon as practical after initial set is attained.

   Thoroughly clean the hardened concrete surface of all loose material, laitance, dirt, and foreign matter, and saturate it with water. Remove all free water and moisten the surface before concrete or bonding grout is placed against it.

   Draw forms tight against the existing concrete to avoid mortar loss and offsets at joints.

   Coat the joint surface with bonding mortar, grout, epoxy, or other material as indicated in the plans or other Items. Provide Type V epoxy per DMS-6100, "Epoxies and Adhesives," for bonding fresh concrete to hardened concrete. Place the bonding epoxy on a clean, dry surface, and place the fresh concrete while the epoxy is still tacky. Place bonding mortar or grout on a

surface that is saturated surface-dry, and place the concrete before the bonding mortar or grout dries. Place other bonding agents in accordance with the manufacturer's recommendations.

8. **Handling and Placing.** Minimize segregation of the concrete and displacement of the reinforcement when handling and placing concrete. Produce a uniform dense compact mass.

   Do not allow concrete to free-fall more than 5 ft. except in the case of drilled shafts, thin walls such as in culverts, or as allowed by other Items. Remove any hardened concrete splatter ahead of the plastic concrete.

   Fill each part of the forms by depositing concrete as near its final position as possible. Do not deposit large quantities at 1 point and run or work the concrete along the forms.

   Deposit concrete in the forms in layers of suitable depth but not more than 36 in. deep unless otherwise permitted.

   Avoid cold joints in a monolithic placement. Sequence successive layers or adjacent portions of concrete so that they can be vibrated into a homogeneous mass with the previously placed concrete before it sets. When re-vibration of the concrete is shown on the plans, allow at most 1 hr. to elapse between adjacent or successive placements of concrete except as otherwise allowed by an approved placing procedure. This time limit may be extended by 1/2 hr. if the concrete contains at least a normal dosage of retarding admixture.

   Use an approved retarding agent to control stress cracks and cold joints in placements where differential settlement and setting time may induce cracking.

9. **Consolidation.** Carefully consolidate concrete and flush mortar to the form surfaces with immersion type vibrators. Do not use vibrators that operate by attachment to forms or reinforcement except where approved on steel forms.

   Vibrate the concrete immediately after deposit. Systematically space points of vibration to ensure complete consolidation and thorough working of the concrete around the reinforcement, embedded fixtures, and into the corners and angles of the forms. Insert the vibrator vertically where possible except for slabs where it may be inserted in a sloping or horizontal position. Vibrate the entire depth of each lift, allowing the vibrator to penetrate several inches into the preceding lift. Do not use the vibrator to move the concrete to other locations in the forms. Do not drag the vibrator through the concrete. Thoroughly consolidate concrete along construction joints by operating the vibrator along and close to but not against the joint surface. Continue the vibration until the concrete surrounding reinforcements and fixtures is completely consolidated. Hand-spade or rod the concrete if necessary to ensure flushing of mortar to the surface of all forms.

10. **Installation of Dowels and Anchor Bolts.** Install dowels and anchor bolts by casting them in-place or by grouting with grout, epoxy, or epoxy mortar unless noted otherwise. Form or drill holes for grouting.

    Drill holes for anchor bolts to accommodate the bolt embedment required by the plans. Make holes for dowels at least 12 in. deep unless otherwise shown on the plans. When using grout or epoxy mortar, make the diameter of the hole at least twice the dowel or bolt diameter, but the hole need not exceed the dowel or bolt diameter plus 1-1/2 in. When using epoxy, make the hole diameter 1/16 to 1/4 in. greater than the dowel or bolt diameter.

    Thoroughly clean holes of all loose material, oil, grease, or other bond-breaking substance, and blow them clean with filtered compressed air. Ensure that holes are in a surface dry condition when epoxy type material is used and in a surface moist condition when hydraulic cement grout is used. Develop and demonstrate for approval a procedure for cleaning and preparing the holes for installation of the dowels and anchor bolts. Completely fill the void between the hole and dowel

or bolt with grouting material. Follow exactly the requirements for cleaning outlined in the product specifications for prepackaged systems.

For cast-in-place or grouted systems, provide hydraulic cement grout in accordance with Section 421.2.F, "Mortar and Grout," epoxy, epoxy mortar, or other prepackaged grouts as approved. Provide a Type III epoxy per DMS-6100, "Epoxies and Adhesives," when neat epoxy is used for anchor bolts or dowels. Provide Type VIII epoxy per DMS-6100 when an epoxy grout is used. Provide grout, epoxy, or epoxy mortar as the binding agent unless otherwise indicated on the plans.

Provide other anchor systems as required in the plans.

11. **Placing Concrete in Cold Weather.** Protect concrete placed under weather conditions where weather may adversely affect results. Permission given by the Engineer for placing during cold weather does not relieve the Contractor of responsibility for producing concrete equal in quality to that placed under normal conditions. If concrete placed under poor conditions is unsatisfactory, remove and replace it as directed at Contractor's expense.

    Do not place concrete in contact with any material coated with frost or having a temperature of 32°F or lower. 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 35°F and rising or above 40°F.

    Provide and install recording thermometers, maturity meters, or other suitable temperature measuring devices to verify that all concrete is effectively protected as follows:

    - Maintain the temperature of the top surface of bridge slabs and top slabs of direct-traffic culverts at 50°F or above for 72 hr. from the time of placement and above 40°F for an additional 72 hr.
    - Maintain the temperature at all surfaces of concrete in bents, piers, culvert walls, retaining walls, parapets, wingwalls, bottoms of bridge slab or culvert top slabs, and other similar formed concrete at 40°F or above for 72 hr. from the time of placement.
    - Maintain the temperature of all other concrete, including the bottom slabs (footings) of culverts, placed on or in the ground above 32°F for 72 hr. from the time of placement.

    Use additional covering, insulated forms, or other means and, if necessary, supplement the covering with artificial heating. Avoid applying heat directly to concrete surfaces. Cure as specified in Section 420.4.J, "Curing Concrete," during this period until all requirements for curing have been satisfied.

    When impending weather conditions indicate the possible need for temperature protection, have on hand all necessary heating and covering material, ready for use, before permission is granted to begin placement.

12. **Placing Concrete in Hot Weather.** Use an approved retarding agent in all concrete for superstructures and top slabs of direct-traffic culverts, except concrete containing GGBF slag, when the temperature of the air is above 85°F unless otherwise directed.

    Keep the concrete at or below the maximum temperature at time of placement as specified in Section 420.4.G.1, "Placing Temperature." Sprinkle and shade aggregate stockpiles or use ice, liquid nitrogen systems, or other approved methods as necessary to control the concrete temperature.

13. **Placing Concrete in Water.** Deposit concrete in water only when shown on the plans or with approval. Make forms or cofferdams tight enough to prevent any water current passing through the space in which the concrete is being deposited. Do not pump water during the concrete placing or until the concrete has set for at least 36 hr.

Place the concrete with a tremie or pump, or use another approved method, and do not allow it to fall freely through the water or disturb it after it is placed. Keep the concrete surface approximately level during placement.

Support the tremie or operate the pump so that it can be easily moved horizontally to cover all the work area and vertically to control the concrete flow. Submerge the lower end of the tremie or pump hose in the concrete at all times. Use continuous placing operations until the work is complete.

For concrete to be placed under water, design the concrete mix in accordance with Item 421, "Hydraulic Cement Concrete," with a minimum cement content of 650 lb. per cubic yard. Include an anti-washout admixture in the mix design as necessary to produce a satisfactory finished product.

14. **Mass Placements.** Mass placements are defined as placements with a least dimension greater than or equal to 5 ft., or designated on the plans. For monolithic mass placements, develop and obtain approval for a plan to ensure the following during the heat dissipation period:
    - the temperature differential between the central core of the placement and the exposed concrete surface does not exceed 35°F and
    - the temperature at the central core of the placement does not exceed 160°F.

    Base this plan on the equations given in the Portland Cement Association's *Design and Control of Concrete Mixtures*. Cease all mass placement operations and revise the plan as necessary if either of the above limitations is exceeded.

    Include a combination of the following elements in this plan:
    - selection of concrete ingredients including aggregates, gradation, and cement types, to minimize heat of hydration;
    - use of ice or other concrete cooling ingredients;
    - use of liquid nitrogen dosing systems;
    - controlling rate or time of concrete placement;
    - use of insulation or supplemental external heat to control heat loss;
    - use of supplementary cementing materials; or
    - use of a cooling system to control the core temperature.

    Furnish and install 2 sets of temperature recording devices, maturity meters, or other approved equivalent devices at designated locations. Use these devices to simultaneously measure the temperature of the concrete at the core and the surface. Maintain temperature control methods for 4 days unless otherwise approved. Maturity meters may not be used to predict strength of mass concrete.

15. **Placing Concrete in Foundation and Substructure.** Do not place concrete in footings until the depth and character of the foundation has been inspected and permission has been given to proceed.

    Placing of concrete footings upon seal concrete is permitted after the cofferdams are free from water and the seal concrete cleaned. Perform any necessary pumping or bailing during the concreting from a suitable sump located outside the forms.

    Construct or adjust all temporary wales or braces inside cofferdams as the work proceeds to prevent unauthorized construction joints.

    When footings can be placed in a dry excavation without the use of cofferdams, omit forms if approved, and fill the entire excavation with concrete to the elevation of the top of footing.

    Place concrete in columns monolithically between construction joints unless otherwise directed. Columns and caps or tie beams supported on them may be placed in the same operation or separately. If placed in the same operation, allow for settlement and shrinkage of the column

concrete by placing it to the lower level of the cap or tie beam, and delay placement between 1 and 2 hr. before proceeding with the cap or tie beam placement.

16. **Placing Concrete in Box Culverts.** Where the top slab and walls are placed monolithically in culverts more than 4 ft. in clear height, allow between 1 and 2 hr. to elapse before placing the top slab to allow for settlement and shrinkage in the wall concrete.

    Accurately finish the footing slab at the proper time to provide a smooth uniform surface. Finish top slabs that carry direct-traffic as specified in this Item. Give top slabs of fill type culverts a float finish.

17. **Placing Concrete in Superstructure.** Unless otherwise shown on the plans, place simple span bridge slabs without transverse construction joints by using either a self-propelled transverse finishing machine or a mechanical longitudinal screed. For small placements or for unusual conditions such as narrow widening, variable cross-slopes, or transitions, use of manually operated screeding equipment may be permitted. Support the screed adequately on a header or rail system stable enough to withstand the longitudinal or lateral thrust of the equipment. Adjust the profile grade line as necessary to account for variations in beam camber and other factors to obtain the required slab thickness and concrete cover over the slab reinforcement. Set beams and verify their surface elevations in a sufficient number of spans so that when adjustment is necessary, the profile grade line can be adjusted over suitable increments to produce a smooth riding surface. Take dead load deflection into account in setting the grades of headers and rail systems. Use construction joints, when required or permitted for slab placements on steel or prestressed concrete beams, as shown on the plans. Before placing concrete on steel girder or truss spans, release falsework under the spans and swing the spans free on their permanent supports.

    Make 1 or more passes with the screed over the bridge slab segment before placing concrete on it to ensure proper operation and maintenance of grades and clearances. Use an approved system of checking to detect any vertical movement of the forms or falsework. Maintain forms for the bottom surface of concrete slabs, girders, and overhangs to the required vertical alignment during concrete placing.

    Fog unformed surfaces of slab concrete in bridge slabs and in top slabs of direct-traffic culverts from the time of initial strikeoff of the concrete until finishing is completed and required interim curing is in place. Do not use fogging as a means to add finishing water, and do not work moisture from the fog spray into the fresh concrete.

    For simple spans, retard the concrete only if necessary to complete finishing operations or as required by this Section. When filling curb forms, bring the top of curb and sidewalk section to the correct camber and alignment, and finish them as described in this Item.

    a. **Transverse Screeding.** Install rails for transverse finishing machines that are supported from the beams or girders so that the supports may be removed without damage to the slab. Prevent bonding between removable supports and the concrete in an acceptable manner. Do not allow rail support parts that remain embedded in the slab to project above the upper mat of reinforcing steel. Rail or screed supports attached to I-beams or girders are subject to the requirements of this Item. Unless otherwise shown on the plans, for transverse screeding the minimum rate of concrete placement is 30 linear feet of bridge slab per hour. Deposit concrete parallel to the skew of the bridge so that all girders are loaded uniformly along their length. Deposit slab concrete between the exterior beam and the adjacent beam before placing concrete in the overhang portion of the slab. Furnish personnel and equipment capable of placing, finishing, and curing the slab at an acceptable rate to ensure compliance with the specifications. Place concrete in transverse strips. On profile grades greater than 1-1/2%, start placement at the lowest end.

b. **Longitudinal Screeding.** Unless otherwise shown on the plans, use of temporary intermediate headers will be permitted for placements over 50 ft. long if the rate of placement is rapid enough to prevent a cold joint and if these headers are designed for easy removal to permit satisfactory consolidation and finish of the concrete at their locations. Deposit slab concrete between the exterior beam and the adjacent beam before placing concrete in the overhang portion of the slab. Place concrete in longitudinal strips starting at a point in the center of the segment adjacent to 1 side except as this Section indicates, and complete the strip by placing uniformly in both directions toward the ends. For spans on a profile grade of 1-1/2% or more, start placing at the lowest end. Use strips wide enough that the concrete within each strip remains plastic until placement of the adjacent strip. Where monolithic curb construction is specified, place the concrete in proper sequence to be monolithic with the adjacent longitudinal strips of the slabs.

c. **Placements on Continuous Steel Units.** Unless otherwise shown on the plans, place slabs on continuous steel units in a single continuous operation without transverse construction joints using a self-propelled transverse finishing machine or a mechanical longitudinal screed. Retard the initial set of the concrete sufficiently to ensure that concrete remains plastic in at least 3 spans immediately preceding the slab being placed. Use construction joints, when required for slab placements on steel beams or girders, as shown on the plans. When staged placement of a slab is required in the plans, ensure that the previously placed concrete attains a compressive strength of 3,000 psi before placing the next stage concrete. Multiple stages may be placed in a single day if approved. Where plans permit staged placing without specifying a particular order of placement, use an approved placing sequence that will not overstress of any of the supporting members.

d. **Slab and Girder Units.** Unless otherwise shown on the plans, place girders, slab, and curbs of slab and girder spans monolithically. Fill concrete girder stems first, and place the slab concrete within the time limits specified in this Item. If using a transverse screed, place concrete in the stems for a short distance and then place the concrete in transverse strips. If using a longitudinal screed, fill the outside girder stem first, beginning at the low end or side, and continue placement in longitudinal strips.

H. Treatment and Finishing of Horizontal Surfaces Other Than Bridge Slabs. Strike off to grade and finish all unformed upper surfaces. Do not use mortar topping for surfaces constructed under this Section.

After the concrete has been struck off, float the surface with a suitable float. Give bridge sidewalks a wood float or broom finish, or stripe them with a brush.

Slightly slope the tops of caps and piers between bearing areas from the center toward the edge, and slope the tops of abutment and transition bent caps from the backwall to the edge, as directed, so that water drains from the surface. Give the concrete a smooth trowel finish. Construct bearing areas for steel units in accordance with Section 441.3.K.5, "Bearing and Anchorage Devices." Give the bearing area under the expansion ends of concrete slabs and slab and girder spans a steel-trowel finish to the exact grades required. Give bearing areas under elastomeric bearing pads or nonreinforced bearing seat buildups a textured, wood float finish. Do not allow the bearing area to vary from a level plane more than 1/16 in. in all directions.

Cast bearing seat buildups or pedestals for concrete units integrally with the cap or with a construction joint. Provide a latex-based mortar, an epoxy mortar, or an approved proprietary bearing mortar for bearing seat buildups cast with a construction joint. Mix mortars in accordance with the manufacturer's recommendations. Construct pedestals of Class C concrete, reinforced as shown on the plans or as indicated in Figure 1 and Figure 2.

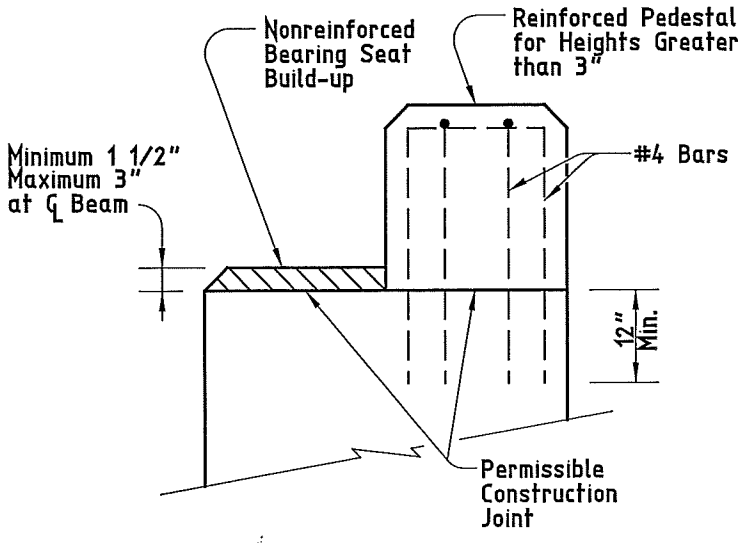

Figure 1
Section through bearing seat buildups.

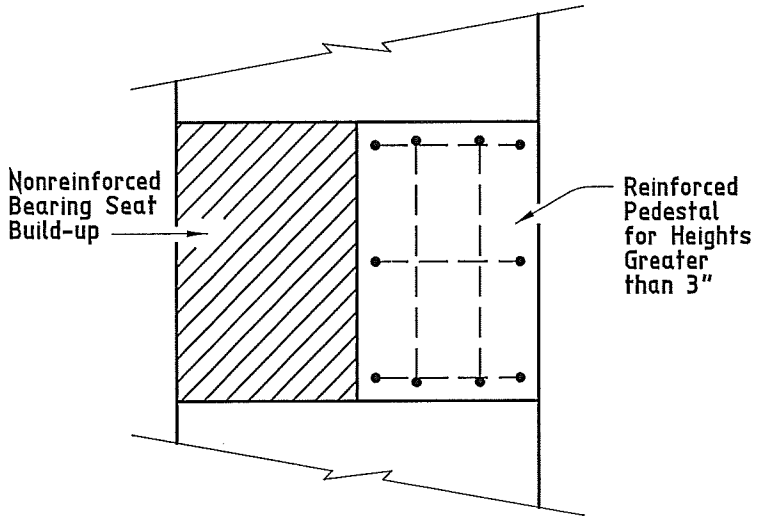

Figure 2
Plan view of bearing seat buildups.

I. **Finish of Bridge Slabs.** Provide camber for specified vertical curvature and transverse slopes.

For concrete flat slab and concrete slab and girder spans cast in place on falsework, provide additional camber to offset the initial and final deflections of the span as indicated in the plans. For concrete slab and girder spans using pan forms, provide camber of approximately 3/8 in. for 30-ft. spans and 1/2 in. for 40-ft. spans to offset initial and final deflections unless otherwise directed. For concrete flat slab

and concrete slab and girder spans not using pan forms, when dead load deflection is not shown on the plans, provide a camber of 1/8 in. per 10 ft. of span length but no more than 1/2 in.

Provide a camber of 1/4 in. in addition to deflection for slabs without vertical curvature on steel or prestressed concrete beams.

Use work bridges or other suitable facilities to perform all finishing operations and to provide access, if necessary, for the Engineer to check measurements for slab thickness and reinforcement cover.

As soon as the concrete has been placed and vibrated in a section wide enough to permit working, level, strike off, and screed the surface, carrying a slight excess of concrete ahead of the screed to fill all low spots.

Move longitudinal screeds across the concrete with a saw-like motion while their ends rest on headers or templates set true to the roadway grade or on the adjacent finished slab. Move transverse screeds longitudinally approximately 1/5 of the drum length for each complete out-and-back pass of the carriage.

Screed the surface of the concrete enough times and at intervals to produce a uniform surface true to grade and free of voids.

Work the screeded surface to a smooth finish with a long-handled wood or metal float or hand-float it from work bridges over the slab. Floating may not be necessary if the pan float attached to a transverse screed produces an acceptable finish. Avoid overworking the surface of the concrete. Avoid overuse of finish water.

Perform sufficient checks, witnessed by the Engineer, with a long-handled 16-ft. straightedge on the plastic concrete to ensure that the final surface will be within specified tolerances. Make the check with the straightedge parallel to the centerline. Lap each pass half over the preceding pass. Remove all high spots, and fill and float all depressions over 1/16 in. deep with fresh concrete. Continue checking and floating until the surface is true to grade and free of depressions, high spots, voids, or rough spots. Fill screed-rail support holes with concrete, and finish them to match the top of the slab.

Finish the concrete surface to a uniform texture using a carpet drag, burlap drag, or broom finish. Finish the surface to a smooth sandy texture without blemishes, marks, or scratches deeper than 1/16 in. Apply the surface texturing using a work bridge or platform immediately after completing the straightedge checks. Draw the carpet or burlap drag longitudinally along the concrete surface, adjusting the surface contact area or pressure to provide a satisfactory coarsely textured surface. A broom finish may be performed using a fine bristle broom transversely.

Coat the concrete surface immediately after the carpet or burlap drag, or broom finish with a single application of evaporation retardant at a rate recommended by the manufacturer. Do not allow more than 10 min. to elapse between the texturing at any location and application of evaporation retardant. The evaporation retardant may be applied using the same work bridge used for surface texturing. Do not work the concrete surface once the evaporation retardant has been applied.

Apply interim and final curing in accordance with Section 420.4.J, "Curing Concrete."

The Contractor is responsible for the ride quality of the finished bridge slab. The Engineer will use a 10-ft. straightedge (1/8 in. in 10 ft.) to verify ride quality and to determine locations where corrections are needed. If the Engineer determines that the ride quality is unacceptable, submit a plan for approval to produce a ride of acceptable quality. Make all corrections for ride before saw-cutting grooves.

Saw-cut grooves in the hardened concrete of bridge slabs, bridge approach slabs, and direct-traffic culverts to produce the final texturing after completion of the required curing period. Cut grooves perpendicular to the structure centerline. Cut grooves continuously across the slab to within 18 in. of the barrier rail, curb, or median divider. At skewed metal expansion joints in bridge slabs, adjust groove cutting by using narrow-width cutting heads so that all grooves end within 6 in. of the joint,

measured perpendicular to the centerline of the metal joint. Leave no ungrooved surface wider than 6 in. adjacent to either side of the joint. Ensure that the minimum distance to the first groove, measured perpendicular to the edge of the concrete joint or from the junction between the concrete and the metal leg of the joint, is 1 in. Cut grooves continuously across construction joints or other joints in the concrete that are less than 1/2 in. wide. Apply the same procedure described above where barrier rails, curbs, or median dividers are not parallel to the structure centerline to maintain the 18-in. maximum dimension from the end of the grooves to the gutter line. Cut grooves continuously across formed concrete joints.

When the plans call for a concrete overlay to be placed on the slab (new construction) or on prestressed concrete box beams or other precast elements, give a carpet drag, burlap drag, or broom finish to all concrete surfaces to be overlaid. Saw-grooving is not required in this case. Provide an average texture depth for the finish of approximately 0.035 in. with no individual test falling below 0.020 in., unless otherwise shown on the plans, when tested in accordance with Tex-436-A. If the texture depth falls below what is intended, revise finishing procedures to produce the desired texture.

When the plans require an asphalt seal, with or without overlay, on the slab (new construction), on prestressed concrete box beams, or on other precast elements, give all concrete surfaces to be covered a lightly textured broom or carpet drag finish. Provide an average texture depth of approximately 0.025 in. when tested in accordance with Tex-436-A.

J. Curing Concrete. Obtain approval of the proposed curing methods, equipment, and materials before placing concrete. The Engineer may require the same curing methods for like portions of a single structure. Inadequate curing or facilities may delay all concrete placement on the job until remedial action is taken.

A curing day is a calendar day when the temperature, taken in the shade away from artificial heat, is above 50°F for at least 19 hr. or, on colder days if the temperature of all surfaces of the concrete is maintained above 40°F, for the entire 24 hr. The required curing period begins when all concrete has attained its initial set. Tex-440-A may be used to determine when the concrete has attained its initial set.

Cure all concrete for 4 consecutive days except as noted in Table 1.

Table 1
Exceptions to 4-Day Curing

Description	Type of Cement	Required Curing Days
Upper surfaces of bridge slabs, top slab of direct-traffic culverts, and concrete overlays	I or III	8
	II or I/II	10
	All types with supplementary cementing materials	10
Concrete piling buildups	All	6

For upper surfaces of bridge slabs, bridge approach slabs, median and sidewalk slabs, and culvert top slabs constructed using Class S concrete, apply interim curing using a Type 1-D curing compound as soon as possible after application of the evaporation retardant and after the water sheen has disappeared, but no more than 45 min. after application of the evaporation retardant. Apply membrane interim curing using a work bridge or other approved apparatus to ensure a uniform application. Water-cure for final curing in accordance with this Section, starting as soon as possible without damaging the surface finish. Maintain the water curing for the duration noted in Table 1. Place polyethylene sheeting, burlap-polyethylene blankets, laminated mats, or insulating curing mats in direct contact with the slab when the air temperature is expected to drop below 40°F during the

first 72 hr. of the curing period. Weigh down these curing materials with dry mats to maintain direct contact with the concrete and to provide insulation against cold weather. Supplemental heating or insulation may be required in cold and wet weather if the insulating cotton mats become wet or if the concrete drops below the specified curing temperature. Avoid applying heat directly to concrete surfaces.

For the top surface of any concrete unit upon which concrete is to be placed and bonded at a later interval (stub walls, risers, etc.) and other superstructure concrete (curbs, wingwalls, parapet walls, etc.), use only water curing in accordance with this Section.

Cure all other concrete as specified in the pertinent Items. Use the following methods for curing concrete, subject to the requirements of this Item.

1. **Form Curing.** When forms are left in intimate contact with the concrete, other curing methods are not required except for exposed surfaces and for cold weather protection. If forms are removed before the 4-day required curing period, use another approved curing method.
2. **Water Curing.** Keep all exposed surfaces of the concrete wet continuously for the required curing time. Use water curing that meets the requirements for concrete mixing water in Section 421.2.D, "Water." Do not use seawater or water that stains or leaves an unsightly residue.
   a. **Wet Mats.** Keep the concrete continuously wet by maintaining wet cotton mats in direct contact with the concrete for the required curing time. If needed, place damp burlap blankets made from 9-oz. stock on the damp concrete surface for temporary protection before applying cotton mats. Then place the dry mats and wet them immediately after they are placed. Weight the mats adequately to provide continuous contact with all concrete. Cover surfaces that cannot be cured by direct contact with mats, forming an enclosure well anchored to the forms or ground so that outside air cannot enter the enclosure. Provide sufficient moisture inside the enclosure to keep all surfaces of the concrete wet.
   b. **Water Spray.** Overlap sprays or sprinklers to keep all unformed surfaces continuously wet.
   c. **Ponding.** Cover the surfaces with at least 2 in. of clean granular material, kept wet at all times, or at least 1 in. deep water. Use a dam to retain the water or saturated granular material.
3. **Membrane Curing.** Unless otherwise shown on the plans, choose either Type 1-D or Type 2 membrane-curing compound when membrane curing is permitted. Type 1-D (Resin Base Only) is required for interim curing bridge slabs and top slabs of direct-traffic culverts and all other surfaces that require a higher grade of surface finish. For substructure concrete provide only 1 type of curing compound on any 1 structure.

   Apply membrane curing just after free moisture has disappeared at a rate of approximately 180 sq. ft. per gallon. Do not spray curing compound on projecting reinforcing steel or concrete that will later form a construction joint. Do not apply membrane curing to dry surfaces. Dampen formed surfaces and surfaces that have been given a first rub so that they are moist at the time of application of the membrane.

   When membrane is used for complete curing, leave the film unbroken for the minimum curing period specified. Correct damaged membrane immediately by reapplication of membrane. Polyethylene sheeting, burlap-polyethylene mats, or laminated mats in close contact with the concrete surfaces are equivalent to membrane curing.

K. Removal of Forms and Falsework. Unless otherwise directed, forms for vertical surfaces may be removed after the concrete has aged 12 hr. after initial set provided the removal can be done without damage to the concrete. Keep forms for mass placements, defined in Section 420.4.G.14, "Mass Placements," in place for 4 days following concrete placement.

Remove forms for inside curb faces and for bridge rails whenever removal can be done without damage to the curb or railing.

Leave in place weight-supporting forms and falsework spanning more than 1 ft. for all bridge components and culvert slabs except as directed otherwise until the concrete has attained a compressive strength of 2,500 psi. Remove forms for other structural components as necessary.

Remove inside forms (walls and top slabs) for box culverts and sewers after concrete has attained a compressive strength of 1,800 psi if an approved overhead support system is used to transfer the weight of the top slab to the walls of the box culvert or sewer before removal of the support provided by the forms.

Forms or parts of forms may be removed only if constructed to permit removal without disturbing forms or falsework required to be left in place for a longer period on other portions of the structure.

Remove all metal appliances used inside forms for alignment to a depth of at least 1/2 in. from the concrete surface. Make the appliances so that metal may be removed without undue chipping or spalling of the concrete, and so that it leaves a smooth opening in the concrete surface when removed. Do not burn off rods, bolts, or ties.

Remove all forms and falsework unless otherwise directed.

L. Defective Work. Repair defective work as soon as possible. Remove and replace at the expense of the Contractor any defect that cannot be repaired to the satisfaction of the Engineer.

M. Ordinary Surface Finish. Apply an ordinary surface finish to all concrete surfaces as follows:

- Chip away all loose or broken material to sound concrete where porous, spalled, or honeycombed areas are visible after form removal.
- Repair spalls by saw-cutting and chipping at least 1/2 in. deep, perpendicular to the surface to eliminate feather edges. Repair shallow cavities using a latex adhesive grout, cement mortar, or epoxy mortar as approved. Repair large areas using concrete as directed or approved.
- Clean and fill holes or spalls caused by the removal of form ties, etc., with latex grout, cement grout, or epoxy grout as approved. Fill only the holes. Do not blend the patch with the surrounding concrete. On surfaces to receive a rub finish in accordance with Item 427, "Surface Finishes for Concrete," chip out exposed parts of metals chairs to a depth of 1/2 in. and repair the surface.
- Remove all fins, runs, drips, or mortar from surfaces that will be exposed. Smooth all form marks and chamfer edges by grinding or dry-rubbing.
- Ensure that all repairs are dense, well bonded, and properly cured. Finish exposed large repairs to blend with the surrounding concrete where a higher class of finish is not specified.

Unless noted otherwise, apply an ordinary surface finish as the final finish to the following exposed surfaces:

- inside and top of inlets,
- inside and top of manholes,
- inside of sewer appurtenances,
- inside of culvert barrels,
- bottom of bridge slabs between girders or beams, and
- vertical and bottom surfaces of interior concrete beams or girders.

Form marks and chamfer edges do not need to be smoothed for the inside of culvert barrels and the bottom of bridge slabs between girders or beams.

420.5. Measurement. This Item will be measured by the cubic yard, square yard, foot, square foot, or by each structure.

A. **General.** Concrete quantities will be based on the dimensions shown on the plans or those established in writing by the Engineer.

In determining quantities, no deductions will be made for chamfers less than 2 in. or for embedded portions of steel or prestressed concrete beams, piling, anchor bolts, reinforcing steel, drains, weep holes, junction boxes, electrical or telephone conduit, ducts and voids for prestressed tendons, or embedded portions of light fixtures.

For slab and girder spans using pan forms, a quantity will be included for the screed setting required to provide proper camber in the roadway surface after form removal.

For slabs on steel or prestressed concrete beams, an estimated quantity for the haunch between the slab and beams will be included. No measurement will be made during construction for variation in the amount of haunch concrete due to variations in camber of the beams.

For cast-in-place slabs on slab beams, double-T beams, or box beams, the combination of span length, theoretical camber in beams, computed deflections, and plan vertical curve will be taken into account in determining the quantity for the slab.

Additional concrete that may be required by an adjustment of the profile grade line during construction, to insure proper slab thickness, will not be measured for payment.

Variation in concrete headwall quantity incurred when an alternate bid for pipe is permitted will not be cause for payment adjustment.

Mass placements may be either a plans quantity item or measured in place as indicated.

Quantities revised by a change in design, measured as specified, will be increased or decreased and included for payment.

B. **Plans Quantity.** Structure elements designated in Table 2 and measured by the cubic yard are plans quantity measurement items. The quantity to be paid for plans quantity items is the quantity shown in the proposal unless modified by Article 9.2, "Plans Quantity Measurement." Additional measurements or calculations will be made if adjustments of quantities are required.

No adjustment will be made for footings or other in-ground elements where the Contractor has been allowed to place concrete in an excavation without forms.

Table 2
Plans Quantity Payment
(Cubic Yard Measurement Only)

Culverts and culvert wing walls	Abutments
Headwalls for pipe	Slab and girder spans (pan form)
Retaining walls	Footings
Inlets and manholes	Pile bent caps
Shear key concrete for box and slab beams	Concrete wearing surface on pre-cast box beams, slab beams or double-T beams
Bridge approach slabs	Cast-in-place concrete slab spans

Note: Other structure elements, including pier and bent concrete, may be paid for as "plans quantity" when shown on the plans.

C. **Measured in Place.** Items not paid for as "plans quantity" will be measured in place.

420.6. Payment. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for the various structure elements specified of the various classes of concrete. Mass placements, as defined in Section 420.4.G.14, "Mass Placements," will be paid for separately for the various classes of concrete. This price is full compensation for furnishing, hauling, and mixing concrete materials; furnishing, bending, fabricating,

splicing, welding and placing the required reinforcement; clips, blocks, metal spacers, ties, wire, or other materials used for fastening reinforcement in place; placing, finishing, curing, and grooving concrete; applying ordinary surface finish; furnishing and placing drains, metal flashing strips, and expansion-joint material; excavation, subgrade preparation, and disposal of excavated material for bridge approach slabs; and forms and falsework, equipment, labor, tools, and incidentals.

Diaphragm concrete will not be paid for directly but is subsidiary to the slab unless otherwise shown on the plans.

Design and installation of foundations for falsework is at the Contractor's expense.

The following procedure will be used to evaluate concrete where 1 or more project acceptance test specimens fail to meet the required design strength specified in Item 421, "Hydraulic Cement Concrete," or in 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 that 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 cores are required to determine the strength of the in-situ concrete, take cores at locations designated by the Engineer in accordance with Tex-424-A. The coring and testing of the cores will be at the Contractor's expense. The Engineer will test the cores.
- If all of the tested cores meet the required design strength, the concrete will be paid for at the 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. The average strength of the cores tested will be used in the pay adjustment formula.
- Remove concrete that is not structurally adequate.
- Concrete that has been determined to be structurally adequate may be accepted at an adjusted price based on the following formula:

  $A = 0.10Bp + 0.75(Sa/Ss)^2 Bp$

  where:

  A = Amount to be paid per unit of measure for the entire placement in question
  Sa = Actual strength from cylinders or cores. Use values from cores, if taken.
  Ss = Minimum required strength (specified)
  Bp = Unit bid price.

- The decision to reject structurally inadequate concrete or to apply the pay adjustment will be made no later than 56 days after placement.

MODIFICATIONS TO ITEM Tx464

REINFORCED CONCRETE PIPE

This modification page modifies, amplifies, or amends the technical specifications and plans. In the event of discrepancy, this modification shall take precedence over the plans and the technical specifications.

Paragraph 464.2 Materials

Circular pipe shall be class III.

Paragraph 464.5 Payment

Payment for excavation, bedding and backfill for structures will be considered subsidiary to payment for "Reinforced Concrete Pipe."

ITEM 464

REINFORCED CONCRETE PIPE

464.1. Description. Furnish and install reinforced concrete pipe, materials for precast concrete pipe culverts, or precast concrete storm drain mains, laterals, stubs, and inlet leads.

464.2. Materials.

A. Fabrication. Provide precast reinforced concrete pipe that conforms to the design shown on the plans and to the following:

- ASTM C 76 or ASTM C 655 unless otherwise shown on the plans for circular pipe, or
- ASTM C 506 for arch pipe, or
- ASTM C 507 for horizontal elliptical pipe.

Provide precast concrete pipe that is machine-made or cast by a process that will provide for uniform placement of the concrete in the form and compaction by mechanical devices that will assure a dense concrete. Mix concrete in a central batch plant or other approved batching facility where the quality and uniformity of the concrete is assured. Do not use transit-mixed concrete for precast concrete pipe. When sulfate-resistant concrete is required, do not use Class C fly ash.

Do not place more than 2 holes for lifting and placing in the top section of precast pipe. Cast, cut, or drill the lifting holes in the wall of the pipe. The maximum hole diameter is 3 in. at the inside surface of the pipe wall and 4 in. at the outside surface. Do not cut more than 1 longitudinal wire or 2 circumferential wires per layer of reinforcing steel when locating lift holes.

B. Design.

1. **General.** The class and D-load equivalents are shown in Table 1. Furnish arch pipe in accordance with ASTM C 506 and the dimensions shown in Table 2. Furnish horizontal elliptical pipe in accordance with ASTM C 507 and the dimensions shown in Table 3. For arch pipe and horizontal elliptical pipe the minimum height of cover required is 1 ft.

Table 1
Circular Pipe
ASTM C 76 & ASTM C 655

Class	D-Load
I	800
II	1,000
III	1,350
IV	2,000
V	3,000

Table 2
Arch Pipe

Design Size	Equivalent Diameter (in.)	Rise (in.)	Span (in.)
1	18	13-1/2	22
2	21	15-1/2	26
3	24	18	28-1/2
4	60	22-1/2	36-1/4
5	36	26-5/8	43-3/4
6	42	31-5/16	51-1/8
7	48	36	58-1/2
8	54	40	65
9	60	45	73
10	72	54	88

Table 3
Horizontal Elliptical Pipe

Design Size	Equivalent Diameter (in.)	Rise (in.)	Span (in.)
1	18	14	23
2	24	19	30
3	27	22	34
4	30	24	38
5	33	27	42
6	36	29	45
7	39	32	49
8	42	34	53
9	48	38	60
10	54	43	68

2. **Jacking, Boring, or Tunneling.** Design pipe for jacking, boring, or tunneling considering the specific installation conditions such as the soil conditions, installation methods, anticipated deflection angles, and jacking stresses. When requested, provide design notes and drawings signed and sealed by a Texas licensed professional engineer.

C. **Physical Test Requirements.** Acceptance of the pipe will be determined by the results of the following tests:

- material tests required in ASTM C 76, C 655, C 506, or C 507,
- absorption tests in accordance with ASTM C 497,
- three-edge bearing tests in accordance with ASTM C 497 (Perform 3-edge bearing tests on 1 pipe for each 300 pipes or fraction thereof for each design or shape, size, class, or D-load produced within 30 calendar days. Test for the load to produce a 0.01-in. crack or 15% in excess of the required D-load, whichever is less. Test the pipe to ultimate load if so directed. Tested pipe that satisfies the requirements of Section 464.2.F., "Causes for Rejection," may be used for

construction. As an alternate to the 3-edge bearing test, concrete pipe 54 in. in diameter and larger may be accepted on the basis of compressive strength of cores cut from the wall of the pipe. The manufacturer must determine the compressive strength of the samples. Obtain, cure, prepare, and test the cores in accordance with ASTM C 497. The manufacturer must plug and seal core holes in the pipe wall after testing.), and

- inspection of the finished pipe to determine its conformance with the required design and its freedom from defects.

D. Marking. Clearly mark the following information on each section of pipe:

- class or D-load of pipe,
- ASTM designation,
- date of manufacture,
- name or trademark of the manufacturer, and
- pipe to be used for jacking and boring.

For pipe with elliptical reinforcement, clearly mark 1 end of each section during the process of manufacture or immediately thereafter. Mark the pipe on the inside and the outside of opposite walls to show the location of the top or bottom of the pipe as it should be installed unless the external shape of the pipe is such that the correct position of the top and bottom is obvious. Mark the pipe section by indenting or painting with waterproof paint.

E. Inspection. Provide facilities and access to allow for inspection regarding the quality of materials, the process of manufacture, and the finished pipe at the pipe manufacturing plant. In addition, provide access for inspection of the finished pipe at the project site before and during installation.

F. Causes for Rejection. Individual sections of pipe may be rejected for any of the following:

- fractures or cracks passing through the shell, with the exception of a single end crack that does not exceed the depth of the joint;
- defects that indicate imperfect proportioning, mixing, and molding;
- surface defects indicating honeycombed or open texture;
- damaged ends where such damage would prevent making a satisfactory joint;
- any continuous crack having a surface width of 0.01 in. or more and extending for a length of 12 in. or more.

G. Repairs. Make repairs if necessary because of occasional imperfections in manufacture or accidental damage during handling. The Engineer may accept pipe with repairs that are sound, properly finished, and cured in conformance with pertinent specifications.

H. Rejections. Allow access for the marking of rejected pipe. Rejected pipe will be plainly marked by the Engineer by painting colored spots over the Department monogram on the inside wall of the pipe and on the top outside wall of the pipe. The painted spots will be no larger than 4 in. in diameter. The rejected pipe will not be defaced in any other manner. Remove the rejected pipe from the project and replace with pipe meeting the requirements of this Item.

I. Jointing Materials. Use any of the materials described herein for the making of joints, unless otherwise shown on the plans. Furnish a manufacturer's certificate of compliance for all jointing materials except mortar.

1. **Mortar.** Provide mortar for joints that meets the requirements of Section 464.3.C, "Jointing."
2. **Cold-Applied, Plastic Asphalt Sewer Joint Compound.** Provide a material that consists of natural or processed asphalt base, suitable volatile solvents, and inert filler. The consistency is to be such that the ends of the pipe can be coated with a layer of the compound up to 1/2 in. thick by means of a trowel. Provide a joint compound that cures to a firm, stiff plastic condition after application. Provide a material of a uniform mixture. If any small separation occurs in the container, stir to a uniform mix before using.

Provide a material that meets the requirements of Table 4 when tested in accordance with Tex-526-C.

Table 4
Cold-Applied, Plastic Asphalt Sewer Joint Compound
Material Requirements

Composition	Analysis
Asphalt base, 100%–% volatiles–% ash, % by weight	28–45
Volatiles, 212°F evaporation, 24 hr., % by weight	10–26
Mineral matter, determined as ash, % by weight	30–55
Consistency, cone penetration, 150 q, 5 sec., 77°F	150–275

3. **Rubber Gaskets.** Provide gaskets that conform to ASTM C 361 or C 443. Meet the requirements of ASTM C 443 for design of the joints and permissible variations in dimensions.
4. **Pre-Formed Flexible Joint Sealants.** Pre-formed flexible joint sealants may be used for sealing joints of tongue-and-groove concrete pipe. Provide flexible joint sealants that meet the requirements of ASTM C 990. Use flexible joint sealants that do not depend on oxidizing, evaporating, or chemical action for its adhesive or cohesive strength. Supply in extruded rope form of suitable cross section. Provide a size of the pre-formed flexible joint sealant in accordance with the manufacturer's recommendations and large enough to properly seal the joint. Flexible joint sealants must be protected by a suitable wrapper, and the jointing material must maintain integrity when the wrapper is removed.

464.3. Construction.

A. **Excavation, Shaping, Bedding, and Backfill.** Excavate, shape, bed, and backfill in accordance with Item 400, "Excavation and Backfill for Structures," except where jacking, boring, or tunneling methods are permitted. Jack, bore, or tunnel the pipe in accordance with Item 476, "Jacking, Boring, or Tunneling Pipe or Box." If joints consist of materials other than mortar, immediate backfilling is permitted. Take special precautions in placing and compacting the backfill to avoid any movement of the pipe or damage to the joints. Unless otherwise shown on the plans or permitted in writing, do not use heavy earth-moving equipment to haul over the structure until a minimum of 4 ft. of permanent or temporary compacted fill has been placed over the structure. Remove and replace pipe damaged by the Contractor at no expense to the Department.

B. **Laying Pipe.** Unless otherwise authorized, start the laying of pipe on the bedding at the outlet end with the spigot or tongue end pointing downstream, and proceed toward the inlet end with the abutting sections properly matched, true to the established lines and grades. Fit, match, and lay the pipe to form a smooth, uniform conduit. Where bell-and-spigot pipe is used, cut cross trenches in the foundation to allow the barrel of the pipe to rest firmly upon the bedding. Do not cut cross trenches more than 2 in. larger than the bell ends of the pipe. Lower sections of pipe into the trench without damaging the pipe or disturbing the bedding and the sides of the trench. Carefully clean the ends of the pipe before the pipe is placed. Prevent the earth or bedding material from entering the pipe as it is laid. When elliptical pipe with circular reinforcing or circular pipe with elliptical reinforcing is used, lay the pipe in the trench so that the markings for the top or bottom are not more than 5° from the vertical plane through the longitudinal axis of the pipe. Remove and re-lay, without extra compensation, pipe that is not in alignment or that shows excessive settlement after laying.

   Lay multiple lines of reinforced concrete pipe with the centerlines of the individual barrels parallel. Unless otherwise shown on the plans, use the clear distances between outer surfaces of adjacent pipes shown in Table 5. For arch pipe or horizontal elliptical pipe use the equivalent diameter from Table 2 or Table 3 to determine the clear distance requirement in Table 5.

Table 5
Minimum Clear Distance between Pipes

Equivalent Diameter	Min. Clear Distance
18 in.	9 in.
24 in.	11 in.
30 in.	1 ft. 1 in.
36 in.	1 ft. 3 in.
42 in.	1 ft. 5 in.
48 in.	1 ft. 7 in.
54 in.	1 ft. 11 in.
60 to 84 in.	2 ft.

C. **Jointing.** Make available an appropriate rolling device similar to an automobile mechanic's "creeper" for conveyance through small-size pipe structures.

1. **Joints Sealed with Hydraulic Cement Mortar.** Use mortar consisting of 1 part cement, 2 parts sand, and enough water to make a plastic mix. Clean and wet the pipe ends before making the joint. Plaster the lower half of the bell or groove and the upper half of the tongue or spigot with mortar. After the pipes are tightly jointed, pack mortar into the joint from both inside and outside the pipe. Finish the inside smooth and flush with adjacent joints of pipe. For tongue-and-groove joints, form a bead of semicircular cross section over the joint outside the pipe, extending at least 1 in. on each side of the joint. For bell-and-spigot joints, form the mortar to a 45° fillet between the outer edge of the bell and the spigot. Cure mortar joints by keeping the joints wet for at least 48 hr. or until the backfill has been completed, whichever comes first. When mortar joints are used, do not place fill or backfill until the jointing material has cured for at least 6 hr. Do not conduct jointing when the atmospheric temperature is at or below 40°F. Protect mortared joints against freezing by backfilling or other approved methods for at least 24 hr.

   Driveway culverts do not require mortar banding on the outside of the pipe.

   With approval, pipes that are large enough for a person to enter may be furnished with the groove between 1/2 in. and 3/4 in. longer than the tongue. Such pipe may be laid and backfilled without mortar joints. After the backfilling has been completed, clean the space on the interior of the pipe between the end of the tongue and the groove of all foreign material, thoroughly wet and fill with mortar around the entire circumference of the pipe, and finish flush.

2. **Joints Using Cold-Applied, Plastic Asphalt Sewer Joint Compound.** Ensure that both ends of the pipes are clean and dry. Trowel or otherwise place a 1/2-in.-thick layer of the compound in the groove end of the pipe covering at least 2/3 of the joint face around the entire circumference. Next, shove home the tongue end of the next pipe with enough pressure to make a tight joint. After the joint is made, remove any excess mastic projecting into the pipe. Backfill after the joint has been inspected and approved.

3. **Joints Using Rubber Gaskets.** Make the joint assembly according to the recommendations of the gasket manufacturer. When using rubber gaskets, make joints watertight. Backfill after the joint has been inspected and approved.

4. **Joints Using Pre-Formed Flexible Joint Sealants.** Install pre-formed flexible joint sealants in accordance with the manufacturer's recommendations. Place the joint sealer so that no dirt or other deleterious materials come in contact with the joint sealing material. Pull or push home the pipe with enough force to properly seal the joint. Remove any joint material pushed out into the interior of the pipe that would tend to obstruct the flow. When the atmospheric temperature is below 60°F, store pre-formed flexible joint sealants in an area warmed to above 70°F or artificially warm to this temperature in an approved manner. Apply flexible joint sealants to pipe joints immediately before placing pipe in trench, and then connect pipe to previously laid pipe. Backfill after the joint has been inspected and approved.

D. Connections and Stub Ends. Make connections of concrete pipe to existing pipes, pipe storm drains, or storm drain appurtenances as shown on the plans.

Mortar or concrete the bottom of existing structures if necessary to eliminate any drainage pockets created by the connections. Repair any damage to the existing structure resulting from making the connections.

Unless otherwise shown in the plans, make connections between concrete pipe and corrugated metal pipe with a suitable concrete collar having a minimum thickness of 4 in.

Finish stub ends for connections to future work not shown on the plans by installing watertight plugs into the free end of the pipe.

Fill lift holes with concrete, mortar, or precast concrete plugs after the pipe is in place.

464.4. Measurement. This Item will be measured by the foot. Measurement will be made between the ends of the pipe barrel along the flow line, not including safety end treatments. Safety end treatments will be measured in accordance with Item 467, "Safety End Treatment." Pipe that will be jacked, bored, or tunneled will be measured in accordance with Item 476, "Jacking, Boring, or Tunneling Pipe or Box." Measurement of spurs, branches, or new connecting pipe will be made from the intersection of the flow line with the outside surface of the pipe into which it connects. Where inlets, headwalls, catch basins, manholes, junction chambers, or other structures are included in lines of pipe, the length of pipe tying into the structure wall will be included for measurement, but no other portion of the structure length or width will be included.

For multiple pipes, the measured length will be the sum of the lengths of the barrels.

This is a plans quantity measurement Item. The quantity to be paid is the quantity shown in the proposal unless modified by Article 9.2. "Plans Quantity Measurement." Additional measurements or calculations will be made if adjustments of quantities are required.

464.5. Payment. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Reinforced Concrete Pipe," "Reinforced Concrete Pipe (Arch)," or "Reinforced Concrete Pipe (Elliptical)" of the size and D-load specified or of the size and class specified. This price is full compensation for constructing, furnishing, transporting, placing, and joining pipes; shaping the bed; cutting pipes on skew or slope; connecting to new or existing structures; breaking back, removing, and disposing of portions of the existing structure; replacing portions of the existing structure; cutting pipe ends on skew or slope; and equipment, labor, tools, and incidentals.

Protection methods for excavations greater than 5 ft. deep will be measured and paid for as required under Item 402, "Trench Excavation Protection," or Item 403, "Temporary Special Shoring." Excavation, shaping, bedding, and backfill will be paid for in accordance with Item 400, "Excavation and Backfill for Structures." When jacking, boring, or tunneling is used at the Contractor's option, payment will be made under this Item. When jacking, boring or tunneling is required, payment will be made under Item 476, "Jacking, Boring or Tunneling Pipe or Box."

MODIFICATIONS TO ITEM Tx465

MANHOLES AND INLETS

This modification page modifies, amplifies, or amends the technical specifications and plans. In the event of discrepancy, this modification shall take precedence over the plans and the technical specifications.

Paragraph 465.1 Description

This item shall govern for the installation of concrete junction boxes, inlets, and other drainage structures.

Paragraph 465.3 Construction

All junction boxes shall include cast iron grate or access manhole cover. Manhole covers shall be per the City of Leander standard found herein and as provided by the City.

Paragraph 465.4 Measurement

Junction boxes with grate inlet or access manhole shall be measured per each installed per size and type. All excavation, backfill, reinforcing material, labor, and equipment required for complete installation shall be subsidiary to the junction box pay item and shall not be measured separately.

Paragraph 465.5 Payment

Junction boxes with grate inlet or access manhole shall be paid for per each installed at the unit price bid for each size and type. All excavation, backfill, reinforcing material, labor, and equipment required for complete installation shall be subsidiary to the junction box pay item and shall not be paid for separately.

ITEM 465

MANHOLES AND INLETS

465.1. Description. Construct manholes and inlets, complete in place or to the stage detailed, including furnishing and installing frames, grates, rings and covers. Drainage junction boxes are classified as manholes.

465.2. Materials. Furnish materials in accordance with the following:

- Item 420, "Concrete Structures"
- Item 421, "Hydraulic Cement Concrete"
- Item 440, "Reinforcing Steel"
- Item 471, "Frames, Grates, Rings, and Covers."

Precast manholes, inlets, risers, and appurtenances are acceptable unless otherwise shown. Alternate designs for precast items must be acceptable to the Engineer and not deviate from the functional dimensions given. Alternate designs are to be designed and sealed by a licensed professional engineer.

A. Concrete. Furnish Class A concrete for cast-in-place manholes and inlets unless otherwise shown on the plans. Furnish Class A concrete or concrete meeting ASTM C 478 for precast manholes and inlets. Air-entrained concrete will not be required in precast concrete members.

B. Mortar. Furnish mortar composed of 1 part hydraulic cement and 2 parts clean sand. Hydrated lime or lime putty may be added to the mix to a maximum of 10% by weight of the total dry mix.

C. Bricks. Furnish first-quality, sound, perfectly shaped bricks. Provide clay or shale bricks that are homogeneous and thoroughly and uniformly hard-burned and that meet ASTM C 32, Grade MS or MM. Provide concrete bricks meeting ASTM C 55, Type I (Grade S-I). The maximum allowable water absorption of completely dry bricks is 16% by weight when submerged in water for 24 hr.

D. Concrete Blocks. Provide concrete blocks that meet ASTM C 139.

E. Cast Iron or Aluminum. Provide supports and steps conforming to the shape and dimensions shown on the plans that meet the requirements of ASTM A 48, Class 35B, for gray iron castings or ASTM A 536, Grade 65-45-12, for ductile iron castings. Steps may also be aluminum meeting ASTM B 221, Alloy 6005-T5. Provide steps in accordance with ASTM C 478, Section 16, "Steps and Ladders."

F. Timber. Provide sound timber for temporary covers when used with Stage I construction (see Section 465.3, "Construction") that is a minimum of 3 in. nominal thickness and reasonably free of knots and warps.

G. Other Materials. Commercial-type hardware of other materials may be used with prior approval.

465.3. Construction.

A. General. All types of manholes and inlets may be built either in 1 stage or in 2 stages, described as Stage I and Stage II. Build manholes and inlets designed to match the final

remove pavement markings that fail to meet requirements, and replace at the Contractor's expense. Replace failing markings within 30 days of notification.

666.5. Measurement. This Item will be measured by the foot; by each word, symbol, or shape; or by any other unit shown on the plans. Each stripe will be measured separately.

This is a plans quantity measurement Item. The quantity to be paid is the quantity shown in the proposal unless modified by Article 9.2, "Plans Quantity Measurement." Additional measurements or calculations will be made if adjustments of quantities are required.

Acrylic or epoxy sealer, or Type II markings when used as a sealer for Type I markings, will be measured by the foot; by each word, symbol, or shape; or by any other unit shown on the plans.

666.6. Payment. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Pavement Sealer" of the size specified or "Reflectorized Pavement Markings" of the type and color specified and the shape, width, size, and thickness (Type I markings only) specified as applicable. This price is full compensation for materials, application of pavement markings, equipment, labor, tools, and incidentals.

Surface preparation of new concrete and asphalt concrete pavements more than 3 years old, where no stripe exists, will be paid for under Item 678, "Pavement Surface Preparation for Markings." Surface preparation of all other asphalt and old concrete pavement, except for sealing, will not be paid for directly but is subsidiary to this Item.

Work-zone pavement markings (Type II, paint and beads) used as a sealer for Type I markings (thermoplastic) will be paid for under Item 662, "Work Zone Pavement Markings."

If the Engineer requires that markings be placed in inclement weather, repair or replacement of markings damaged by the inclement weather will be paid for in addition to the original plans quantity.

- beads uniformly during the application of all lines (each line must have an equivalent bead yield rate and embedment); and
- double-drop bead applications using both Type II and Type III beads from separate independent bead applicators, if double-drop bead application is used.

666.4. Construction. Place markings before opening to traffic unless short-term or work zone markings are allowed.

A. General. Obtain approval for the sequence of work and estimated daily production. On roadways already open to traffic, place markings with minimal interference to the operations of that roadway. Use traffic control as shown on the plans or as approved. Protect all markings placed under open-traffic conditions from traffic damage and disfigurement.

Establish guides to mark the lateral location of pavement markings as shown on the plans or as directed, and have guide locations verified. Use material for guides that will not leave a permanent mark on the roadway.

Apply markings on pavement that is completely dry and passes the following tests:

- Type I Marking Application—Place a sample of Type I marking material on a piece of tarpaper placed on the pavement. Allow the material to cool to ambient temperature, and then inspect the underside of the tarpaper in contact with the pavement. Pavement will be considered dry if there is no condensation on the tarpaper.
- Type II Marking Application—Place a 1-sq. ft. piece of clear plastic on the pavement, and weight down the edges. The pavement is considered dry if, when inspected after 15 min., no condensation has occurred on the underside of the plastic.

Apply markings:

- that meet the requirements of Tex-828-B,
- using widths and colors shown on the plans,
- at locations shown on the plans,
- in proper alignment with the guides without deviating from the alignment more than 1 in. per 200 ft. of roadway or more than 2 in. maximum,
- without abrupt deviations,
- free of blisters and with no more than 5% by area of holes or voids,
- with uniform cross section and thickness,
- with clean and reasonably square ends,
- that are reflectorized, and
- using personnel skilled and experienced with installation of pavement markings.

Remove all applied markings that are not in alignment or sequence as stated in the plans or as stated in the specifications at the Contractor's expense in accordance with Item 677, "Eliminating Existing Pavement Markings and Markers," except for measurement and payment.

B. Surface Preparation. Unless otherwise shown on the plans, prepare surfaces in accordance with this section.

1. **Cleaning for New Asphalt Surfaces and Retracing of All Surfaces.** For new asphalt surfaces (less than 3 years old) and retracing of all surfaces, air-blast or broom the pavement surface to remove loose material, unless otherwise shown on the plans. A sealer for Type I markings is not required unless otherwise shown on the plans.

MODIFICATIONS TO ITEM Tx666

REFLECTORIZED PAVEMENT MARKINGS

This modification page modifies, amplifies, or amends the technical specifications and plans. In the event of discrepancy, this modification shall take precedence over the plans and the technical specifications.

Paragraph 100.1 Description

This item shall govern for the installation of crosswalk markings per the type, size, color, and locations as depicted in the plans.

Paragraph 100.2 Materials

All pavement markings shall be Type I, 100 mils thickness.

Paragraph 100.3 Measurement

Pavement markings shall be measured and paid for by the linear foot of the type specified.

ITEM 644
SMALL ROADSIDE SIGN SUPPORTS AND ASSEMBLIES

644.1. Description.

- **Installation.** Furnish, fabricate, and erect small roadside sign assemblies consisting of the signs, sign supports, foundations, and associated mounting hardware.
- **Relocation.** Relocate existing small roadside sign assemblies, and furnish and fabricate materials as required.
- **Removal.** Remove existing small roadside sign assemblies.

644.2. Materials. Furnish all materials unless otherwise shown on the plans. Furnish only new materials. Furnish and fabricate materials in accordance with the following Items and with details shown on the plans:

- Item 421, "Hydraulic Cement Concrete"
- Item 440, "Reinforcing Steel"
- Item 441, "Steel Structures"
- Item 442, "Metal for Structures"
- Item 445, "Galvanizing"
- Item 634, "Plywood Signs"
- Item 636, "Aluminum Signs"
- Item 643, "Sign Identification Decals"
- Item 656, "Foundations for Traffic Control Devices."

Use galvanized steel, stainless steel, dichromate sealed aluminum, or other materials shown on the plans for pipe, bolts, nuts, washers, lock washers, screws, and other sign assembly hardware. When dissimilar metals are used, select or insulate the metals to prevent corrosion.

644.3. Construction. Install foundations in accordance with Item 656, "Foundations for Traffic Control Devices." Plumb sign supports. Do not spring or rake posts to secure proper alignment. Use established safety practices when working near underground or overhead utilities. Consult the appropriate utility company before beginning work.

A. Fabrication. Fabricate sign supports in accordance with Item 441, "Steel Structures." Ensure that all components fit properly.

Verify the length of each post for each sign before fabrication to meet field conditions and sign-mounting heights shown on the plans.

Galvanize fabricated parts in accordance with Item 445, "Galvanizing." Punch or drill any holes in steel parts or members before the parts or members are galvanized. Repair any steel part or member on which the galvanizing has been damaged during assembly, transit, erection, or welding in accordance with Section 445.3.D, "Repairs."

B. Installation. Locate sign supports as shown on the plans, unless directed to shift the sign supports within design guidelines to secure a more desirable location or to avoid conflict with utilities and underground appurtenances. Stake sign-support locations for verification by the Engineer.

Install stub posts of the type, spacing, orientation, and projection shown on the plans. Remove and replace posts damaged during installation at the Contractor's expense.

Connect the upper post sections to the stub post sections as shown on the plans. Torque connection bolts as shown on the plans.

Attach signs to support assemblies in accordance with the plans and pertinent Items.

Sidewalks that cross and connect to concrete driveways or turnouts will be measured and paid for in accordance with Item 530, "Intersections, Driveways, and Turnouts."

MODIFICATIONS TO ITEM Tx531

SIDEWALKS

This modification page modifies, amplifies, or amends the technical specifications and plans. In the event of discrepancy, this modification shall take precedence over the plans and the technical specifications.

Paragraph 100.1 Description

This item shall govern for the construction of concrete sidewalks, trails, and curb ramps of the type, dimension, section, and to the limits shown in the Plans.

Paragraph 100.2 Construction

Sidewalks shall be constructed per the Plan details. Curb ramps shall be constructed per the TxDOT Standard Details included in the Plans. Only brick pavers with truncated domes will be accepted as detectable warnings for this project.

Paragraph 100.3 Measurement

Sidewalks shall be measured and paid for by the square yard of the type specified. Curb ramps shall be measured and paid for per each of the type specified (including any modifications).

MODIFICATIONS TO ITEM Tx530

INTERSECTIONS, DRIVEWAYS, AND TURNOUTS

This modification page modifies, amplifies, or amends the technical specifications and plans. In the event of discrepancy, this modification shall take precedence over the plans and the technical specifications.

Paragraph 100.1 Description

This item shall govern for the construction of asphalt driveways per the notes and details and at the location and to the limits as shown in the Plans.

Paragraph 100.3 Measurement

Driveway construction or "asphalt driveway repair" shall be measured and paid for per square yard of completed driveway of the material and section specified in the Plans.

Dams (Install)" of the type specified. This price is full compensation for furnishing and operating equipment, finish backfill and grading, lacing, proper disposal, labor, materials, tools, and incidentals

B. Temporary Pipe Slope Drains. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Temporary Pipe Slope Drains" of the size specified. This price is full compensation for furnishing materials, removal and disposal, furnishing and operating equipment, labor, tools, and incidentals.

Removal of temporary pipe slope drains will not be paid for directly but is subsidiary to the installation Item. When the Engineer directs that the pipe slope drain installation or portions thereof be replaced, payment will be made at the unit price bid for "Temporary Pipe Slope Drains" of the size specified, which is full compensation for the removal and reinstallation of the pipe drain.

Earthwork required for the pipe slope drain installation, including construction of the sediment trap, will be measured and paid for under Section 506.5.F, "Earthwork for Erosion and Sediment Control."

Riprap concrete or stone, when used as an energy dissipater or as a stabilized sediment trap, will be measured and paid for in accordance with Item 432, "Riprap."

C. Baled Hay. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Baled Hay." This price is full compensation for furnishing and placing bales, excavating trenches, removal and disposal, equipment, labor, tools, and incidentals.

When the Engineer directs that the baled hay installation (or portions thereof) be replaced, payment will be made at the unit price bid for "Baled Hay," which is full compensation for removal and reinstallation of the baled hay.

D. Temporary Paved Flumes. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Temporary Paved Flume (Install)" or "Temporary Paved Flume (Remove)." This price is full compensation for furnishing and placing materials, removal and disposal, equipment, labor, tools, and incidentals.

When the Engineer directs that the paved flume installation or portions thereof be replaced, payment will be made at the unit prices bid for "Temporary Paved Flume (Remove)" and "Temporary Paved Flume (Install)." These prices are full compensation for the removal and replacement of the paved flume and for equipment, labor, tools, and incidentals.

Earthwork required for the paved flume installation, including construction of a sediment trap, will be measured and paid for under Section 506.5.F, "Earthwork for Erosion and Sediment Control."

E. Construction Exits. Contractor-required construction exits from off-right of way locations or on-right of way PSLs will not be paid for directly but are subsidiary to pertinent Items.

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" for construction exits needed on right of way access to work areas required by the Department will be paid for at the unit price bid for "Construction Exits (Install)" of the type specified or "Construction Exits (Remove)." This price is full compensation for furnishing and placing materials, excavating, removal and disposal, cleaning vehicles, labor, tools, and incidentals.

When the Engineer directs that a construction exit or portion thereof be removed and replaced, payment will be made at the unit prices bid for "Construction Exit (Remove)" and "Construction Exit (Install)" of the type specified. These prices are full compensation for the removal and replacement of the construction exit and for equipment, labor, tools, and incidentals.

Construction of sediment traps used in conjunction with the construction exit will be measured and paid for under Section 506.5.F, "Earthwork for Erosion and Sediment Control."

9. **Temporary Sediment-Control Fence.** Provide temporary sediment-control fence near the downstream perimeter of a disturbed area to intercept sediment from sheet flow. Incorporate the fence into erosion-control measures used to control sediment in areas of higher flow. Install the fence as shown on the plans, as specified in this Section, or as directed.
    a. **Installation of Posts.** Embed posts at least 18 in. deep, or adequately anchor, if in rock, with a spacing of 6 to 8 ft. and install on a slight angle toward the run-off source.
    b. **Fabric Anchoring.** Dig trenches along the uphill side of the fence to anchor 6 to 8 in. of fabric. Provide a minimum trench cross-section of 6 x 6 in. Place the fabric against the side of the trench and align approximately 2 in of fabric along the bottom in the upstream direction. Backfill the trench, then hand-tamp.
    c. **Fabric and Net Reinforcement Attachment.** Unless otherwise shown under the plans, attach the reinforcement to wooden posts with staples, or to steel posts with T-clips, in at least 4 places equally spaced. Sewn vertical pockets may be used to attached reinforcement to end posts. Fasten the fabric to the top strand of reinforcement by hog rings or cord every 15 in. or less.
    d. **Fabric and Net Splices.** Locate splices at a fence post with a minimum lap of 6 in. attached in at least 6 places equally spaced, unless otherwise shown under the plans. Do not locate splices in concentrated flow areas.

    Requirements for installation of used temporary sediment-control fence include the following:
    - fabric with minimal or no visible signs of biodegradation (weak fibers),
    - fabric without excessive patching (more than 1 patch every 15 to 20 ft.),
    - posts without bends, and
    - backing without holes.

506.5. Measurement.

A. **Rock Filter Dams.** Installation or removal of rock filter dams will be measured by the foot or by the cubic yard. The measured volume will include sandbags, when used.
    1. **Linear Measurement.** When rock filter dams are measured by the foot, measurement will be along the centerline of the top of the dam.
    2. **Volume Measurement.** When rock filter dams are measured by the cubic yard, measurement will be based on the volume of rock computed by the method of average end areas.
        a. **Installation.** Measurement will be made in final position.
        b. **Removal.** Measurement will be made at the point of removal.

B. **Temporary Pipe Slope Drains.** Temporary pipe slope drains will be measured by the foot.

C. **Baled Hay.** Baled hay will be measured by each bale.

D. **Temporary Paved Flumes.** Temporary paved flumes will be measured by the square yard of surface area. The measured area will include the energy dissipater at the flume outlet.

E. **Construction Exits.** Construction exits will be measured by the square yard of surface area.

F. **Earthwork for Erosion Control.**
    1. **Equipment.** Equipment use will be measured by the actual number of hours the equipment is operated.
    2. **Volume Measurement.**
        a. **In Place.**

1. **Rock Filter Dams for Erosion Control.** Remove trees, brush, stumps, and other objectionable material that may interfere with the construction of rock filter dams. Place sandbags as a foundation when required or at the Contractor's option.

   For Types 1, 2, 3, and 5, place the aggregate to the lines, height, and slopes specified, without undue voids. For Types 2 and 3, place the aggregate on the mesh and then fold the mesh at the upstream side over the aggregate and secure it to itself on the downstream side with wire ties, or hog rings, or as directed. Place rock filter dams perpendicular to the flow of the stream or channel unless otherwise directed. Construct filter dams according to the following criteria, unless otherwise shown on the plans:

   a. **Type 1 (Non-reinforced).**
      (1) **Height.** At least 18 in. measured vertically from existing ground to top of filter dam.
      (2) **Top Width.** At least 2 ft.
      (3) **Slopes.** At most 2:1.

   b. **Type 2 (Reinforced).**
      (1) **Height.** At least 18 in. measured vertically from existing ground to top of filter dam.
      (2) **Top Width.** At least 2 ft.
      (3) **Slopes.** At most 2:1.

   c. **Type 3 (Reinforced).**
      (1) **Height.** At least 36 in. measured vertically from existing ground to top of filter dam.
      (2) **Top Width.** At least 2 ft.
      (3) **Slopes.** At most 2:1.

   d. **Type 4 (Sack Gabions).** Unfold sack gabions and smooth out kinks and bends. For vertical filling, connect the sides by lacing in a single loop–double loop pattern on 4- to 5-in. spacing. At one end, pull the end lacing rod until tight, wrap around the end, and twist 4 times. At the filling end, fill with stone, pull the rod tight, cut the wire with approximately 6 in. remaining, and twist wires 4 times.

      For horizontal filling, place sack flat in a filling trough, fill with stone, and connect sides and secure ends as described above.

      Lift and place without damaging the gabion. Shape sack gabions to existing contours.

   e. **Type 5.** Provide rock filter dams as shown on the plans.

2. **Temporary Pipe Slope Drains.** Install pipe with a slope as shown on the plans or as directed. Construct embankment for the drainage system in 8-in. lifts to the required elevations. Hand-tamp the soil around and under the entrance section to the top of the embankment as shown on the plans or as directed. Form the top of the embankment or earth dike over the pipe slope drain at least 1 ft. higher than the top of the inlet pipe at all points. Secure the pipe with hold-downs or hold-down grommets spaced a maximum of 10 ft. on center. Construct the energy dissipators or sediment traps as shown on the plans or as directed. Construct the sediment trap using concrete or rubble riprap in accordance with Item 432, "Riprap," when designated on the plans.

3. **Baled Hay for Erosion and Sedimentation Control.** Install hay bales at locations shown on the plans by embedding in the soil at least 4 in. and, where possible, approximately 1/2 the height of the bale, or as directed. Fill gaps between bales with hay.

4. **Temporary Paved Flumes.** Construct paved flumes as shown on the plans or as directed. Provide excavation and embankment (including compaction of the subgrade) of material to the dimensions shown on the plans, unless otherwise indicated. Install a rock or rubble riprap energy

G. **Pipe.** Provide pipe outlet material in accordance with Item 556, "Pipe Underdrains," and details shown on the plans.

H. **Construction Perimeter Fence.**

1. **Posts.** Provide essentially straight wood or steel posts that are at least 60 in. long. Furnish soft wood posts with a minimum diameter of 3 in. or use 2 x 4 boards. Furnish hardwood posts with a minimum cross-section of 1-1/2 x 1-1/5 in. Furnish T- or L-shaped steel posts with a minimum weight of 1.3 lb. per foot.
2. **Fence.** Provide orange construction fencing as approved by the Engineer.
3. **Fence Wire.** Provide 12-1/2 gauge or larger galvanized smooth or twisted wire. Provide16 gauge or larger tie wire.
4. **Flagging.** Provide brightly-colored flagging that is fade-resistant and at least 3/4 in. wide to provide maximum visibility both day and night.
5. **Staples.** Provide staples with a crown at least 1/2 in. wide and legs at least 1/2 in. long.
6. **Used Materials.** Previously used materials meeting the applicable requirements may be used if accepted by the Engineer.

I. **Sandbags.** Provide sandbag material of polypropylene, polyethylene, or polyamide woven fabric with a minimum unit weight of 4 oz. per square yard, a Mullen burst-strength exceeding 300 psi, and an ultraviolet stability exceeding 70%.

Use natural coarse sand or manufactured sand meeting the gradation given in Table 1 to fill sandbags. Filled sandbags must be 24 to 30 in. long, 16 to 18 in. wide, and 6 to 8 in. thick.

Table 1
Sand Gradation

Sieve #	Maximum Retained (% by Weight)
4	3%
100	80%
200	95%

J. **Temporary Sediment Control Fence.** Provide a net-reinforced fence using woven geo-textile fabric. Logos visible to the traveling public will not be allowed.

1. **Fabric.** Provide fabric materials in accordance with DMS-6230, "Temporary Sediment Control Fence Fabric."
2. **Posts.** Provide essentially straight wood or steel posts with a minimum length of 48 in., unless otherwise shown on the plans. Soft wood posts must be at least 3 in. in diameter or nominal 2 x 4 in. Hardwood posts must have a minimum cross-section of 1-1/2 x 1-1/2 in. T- or L-shaped steel posts must have a minimum weight of 1.3 lb. per foot.
3. **Net Reinforcement.** Provide net reinforcement of at least 12-1/2 gauge galvanized welded wire mesh, with a maximum opening size of 2 x 4 in., at least 24 in. wide, unless otherwise shown on the plans.
4. **Staples.** Provide staples with a crown at least 3/4 in. wide and legs 1/2 in. long.
5. **Used Materials.** Use recycled material meeting the applicable requirements if accepted by the Engineer.

506.3. Equipment. Provide a backhoe, front end loader, blade, scraper, bulldozer, or other equipment as required when "Earthwork for Erosion Control" is specified on the plans as a bid item.

506.4. Construction.

MODIFICATIONS TO ITEM Tx506

TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL CONTROLS

This modification page modifies, amplifies, or amends the technical specifications and plans. In the event of discrepancy, this modification shall take precedence over the plans and the technical specifications.

Paragraph 506.1 Description

This item includes the installation, maintenance, and removal of all erosion, sedimentation, and environmental control devices as required by the plans and per the direction of the Engineer.

Paragraph 506.5 Measurements

Temporary sediment-control fences will be measured and paid for by linear foot.

ITEM 502
BARRICADES, SIGNS, AND TRAFFIC HANDLING

502.1. Description. Provide, install, move, replace, maintain, clean, and remove upon completion of work all barricades, signs, cones, lights, and other traffic control devices used for traffic handling as indicated on the plans and as directed.

502.2. Construction. Provide traffic control devices that conform to details shown on the plans, the TMUTCD, and the Compliant Work Zone Traffic Control Device List (CWZTCDL) maintained by the Traffic Operations Division.

A. Implementation. Before beginning work, designate in writing a Contractor's Responsible Person (CRP) to be the representative of the Contractor who is responsible for taking or directing corrective measures of installation and maintenance deficiencies as soon as possible. The CRP must be accessible by phone and able to respond to emergencies 24 hours per day.

Follow the traffic control plan (TCP) and install traffic control devices as shown on the plans and as directed. Install traffic control devices straight and plumb. Do not make changes to the location of any device or implement any other changes to the TCP without the approval of the Engineer. Minor adjustments to meet field constructability and visibility are allowed.

Submit Contractor-proposed TCP changes, signed and sealed by a licensed professional engineer, to the Engineer for approval. The Engineer may develop, sign, and seal Contractor-proposed changes. Changes must conform to guidelines established in the TMUTCD using approved products from the CWZTCDL.

Maintain traffic control devices by taking corrective action as soon as possible. Corrective action includes but is not limited to cleaning, replacing, straightening, covering, or removing devices. Maintain the devices such that they are properly positioned, spaced, and legible, and that retroreflective characteristics meet requirements during darkness and rain.

B. Flaggers. Provide a Contractor representative who has been certified as a flagging instructor through courses offered by the Texas Engineering Extension Service, the American Traffic Safety Services Association, the National Safety Council, or other approved organizations. Provide the certificate indicating course completion when requested. This representative is responsible for training and assuring that all flaggers are qualified to perform flagging duties. A qualified flagger must be independently certified by one of the organizations listed above or trained by the Contractor's certified flagging instructor. Provide the Engineer with a current list of qualified flaggers before beginning flagging activities. Use only flaggers on the qualified list.

Flaggers must be courteous and able to effectively communicate with the public. When directing traffic, flaggers must use standard attire, flags, signs, and signals and follow the flagging procedures set forth in the TMUTCD.

C. Removal. Upon completion of work, remove all barricades, signs, cones, lights, and other traffic control devices used for work-zone traffic handling, unless otherwise shown on the plans.

502.3. Measurement. This Item will be measured by the month.

502.4. Payment. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Barricades, Signs, and Traffic Handling." This price is full compensation for installation, maintenance, adjustments, replacements, removal, materials, equipment, labor, tools, and incidentals.

ITEM 479
ADJUSTING MANHOLES AND INLETS

479.1. Description. Adjust or cap existing manholes or inlets. Drainage junction boxes will be classified as manholes.

479.2. Materials. Reuse removed manhole and inlet rings, plates, grates, covers, and brick if they are in good condition as determined by the Engineer. Provide additional materials in accordance with Item 465, "Manholes and Inlets," at no cost to the Department. Single- or multiple-piece prefabricated metal extension rings may be used for the adjustment of manholes as approved. Provide concrete that meets Item 421, "Hydraulic Cement Concrete."

479.3. Construction. Perform all work in accordance with Item 465, "Manholes and Inlets." Excavate and backfill in accordance with Item 400, "Excavation and Backfill for Structures." Carefully remove manhole and inlet rings, covers, plates, and grates to be reused. Clean mortar and grease from the contact areas of all reused items. Dispose of unused removed material as directed. Use construction methods described in Sections 479.3.A, "Lowering the Top of a Manhole or Inlet," and 479.3.B, "Raising the Top of a Manhole or Inlet," unless otherwise shown on the plans.

A. **Lowering the Top of a Manhole or Inlet.** Remove a sufficient depth of brick courses or concrete to permit reconstruction on a batter not exceeding 1 in. horizontal to 2 in. vertical. Where brickwork is present, clean the mortar from the top course of brick. Rebuild the manhole or inlet to the original top dimensions or to the dimensions shown in the plans. Install the manhole or inlet ring and the cover, plate, or grate to conform to the proposed new surface contour.

B. **Raising the Top of a Manhole or Inlet.** Clean the top surface of brick or concrete. Construct to the proper new elevation using new brick, brick salvaged from other manholes or inlets, prefabricated metal extension rings, concrete rings, or Class A concrete. Install the manhole or inlet ring and the cover, plate, or grate to conform to the proposed new surface contour. Install prefabricated extension rings in accordance with manufacturer's instructions.

C. **Capping an Inlet or Manhole.** Remove the inlet or manhole to a minimum of 1 ft. below subgrade elevation or as indicated on the plans. Cap as shown on the plans.

479.4. Measurement. Adjusted or capped manholes or inlets will be measured as each manhole or inlet adjusted.

479.5. Payment. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Adjusting Manholes," "Adjusting Inlets," or "Adjusting Manholes and Inlets." This price is full compensation for materials, including backfill as required, and for excavation, tools, equipment, labor, and incidentals.

- SET (Type II) (Pipe Diameter or Design) (Pipe Material) (Slope, Horizontal:Vertical) (Orientation, Cross or Parallel)

For payment purposes, the wingwall heights of Type I SETs for box culverts will be rounded to the nearest foot.

This price is full compensation for constructing, furnishing, transporting, and installing the end treatments; connecting to existing structure; breaking back, removing and disposing of portions of the existing structure, and replacing portions of the existing structure as required to make connections; excavation and backfill; furnishing concrete, reinforcing steel, corrugated metal pipe or reinforced concrete pipe, and pipe runners; and concrete riprap, nuts, bolts, plates, angles, equipment, labor, tools, and incidentals.

The removal and re-laying of existing pipe or the furnishing of new pipe to replace existing pipe will not be paid for directly but will be considered subsidiary to this Item.

The mitered length of CMP or RCP that is a part of the SET (Type II) will not be paid for directly but will be considered subsidiary to this Item. The limits for payment for pipe will be as shown on the plans and paid for in accordance with the pertinent bid item.

The limits of riprap to be included in the price bid for each SET will be shown on the plans. Any riprap placed beyond the limits shown will be paid in accordance with Item 432, "Riprap." Riprap between multiple precast SET units will be required as shown on the plans and is included in the price bid for SET.

When precast SETs are provided as an option to mitered RCP, riprap aprons will not be required unless the plans specifically require riprap aprons for precast SET units. The plans will show the limits of the riprap to be included with the precast SET for payment.

ITEM 467
SAFETY END TREATMENT

467.1. Description. Furnish, construct, and install safety end treatments for drainage structures.

467.2. Materials.

A. General. Furnish materials in accordance with the following:

- Item 420, "Concrete Structures"
- Item 421, "Hydraulic Cement Concrete"
- Item 432, "Riprap"
- Item 440, "Reinforcing Steel"
- Item 442, "Metal for Structures"
- Item 445, "Galvanizing"
- Item 460, "Corrugated Metal Pipe"
- Item 464, "Reinforced Concrete Pipe."

Unless otherwise shown on the plans, use Class C concrete for cast-in-place and precast concrete units. Furnish cast-in-place or precast safety end treatments unless otherwise shown on the plans. Furnish Class B concrete for concrete riprap unless otherwise shown on the plans. Provide galvanized steel for prefabricated metal end sections in accordance with Item 460, "Corrugated Metal Pipe."

Furnish pipe runners in accordance with the following:

- ASTM A 53, Type E or S, Grade B;
- ASTM A 500, Grade B; or
- API 5L, Grade X42.

Furnish plates and angles in accordance with ASTM A 36. Furnish nuts and bolts in accordance with ASTM A 307. Galvanize pipes, plates, angles, nuts, and bolts in accordance with Item 445, "Galvanizing."

B. Fabrication. Fabricate cast-in-place concrete units and precast units in accordance with Item 420, "Concrete Structures." Unless otherwise shown on the plans, when corrugated metal pipe (CMP) is specified for the pipe structure, provide either prefabricated metal end sections or mitered CMP.

Unless otherwise shown on the plans, when reinforced concrete pipe (RCP) is specified for the pipe structure, provide one of the following:

- mitered RCP or
- precast safety end treatment (SET) units. For this alternative, provide riprap only if the plans specifically require it for precast SET units.

1. SET Types.

a. Type I. Provide Type I SET consisting of reinforced concrete headwalls or wingwalls and pipe runners in accordance with the details shown on the plans when required.

b. Type II. Provide Type II SET in accordance with the details shown on the plans consisting of the following:

- CMP or RCP mitered to the proper slope, concrete riprap and pipe runners, when required;
- prefabricated metal end sections, concrete riprap and pipe runners, when required; or
- precast SET units, concrete riprap, when required, and pipe runners, when required.

2. Lifting Holes. For precast units, provide no more than 4 lifting holes in each section. Lifting holes may be cast, cut into fresh concrete after form removal, or drilled. Provide lifting holes

H. **Stage II Construction.** Construct subgrade and base course or concrete pavement construction over Stage I manhole or inlet construction, unless otherwise approved by the Engineer. Excavate to expose the top of Stage I construction and complete the manhole or inlet in accordance with the plans and these Specifications, including backfill and cleaning of all debris from the bottom of the manhole or inlet.

I. **Inlet Units.** Install cast iron or steel inlet units in conjunction with the construction of concrete curb and gutter. Set the inlet units securely in position before placing concrete for curb and gutter. Form openings for the inlets and recesses in curb and gutter as shown on the plans. Place and thoroughly consolidate concrete for curb and gutter adjacent to inlets and around the inlet castings and formed openings and recesses without displacing the inlet units.

465.4. Measurement. All manholes and inlets satisfactorily completed in accordance with the plans and specifications will be measured by each manhole or inlet, complete, or by each manhole or inlet completed to the stage of construction required by the plans. Extension to inlets will be measured by each extension separately from the inlet.

465.5. Payment. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for as follows:

A. **Complete Manholes.** Payment for complete manholes will be made at the unit price bid for "Manhole (Complete)" of the type specified.

B. **Complete Inlets.** Payment for inlets will be made at the unit price bid for "Inlet (Complete)," of the type specified.

C. **Inlet Extensions.** Payment for inlet extensions will be made at the unit price bid for "Inlet Extension" of the type specified.

D. **Manholes Stage I.** Payment for Manholes, Stage I, will be made at the unit price bid for each "Manhole (Stage I)" of the type specified.

E. **Manholes Stage II.** Payment for Manholes, Stage II, will be made at the unit price bid for each "Manhole (Stage II)" of the type specified.

F. **Inlets Stage I.** Payment for Inlets, Stage I, will be made at the unit price bid for each "Inlet (Stage I)" of the type specified.

G. **Inlets Stage II.** Payment for Inlets, Stage II, will be made at the unit price bid for each "Inlet (Stage II)" of the type specified.

These price are full compensation for concrete, reinforcing steel, brick, mortar, aluminum and castings, frames, grates, rings and covers, excavation, and backfill and for all other materials, tools, equipment, labor, and incidentals.

ITEM 465

MANHOLES AND INLETS

465.1. Description. Construct manholes and inlets, complete in place or to the stage detailed, including furnishing and installing frames, grates, rings and covers. Drainage junction boxes are classified as manholes.

465.2. Materials. Furnish materials in accordance with the following:

- Item 420, "Concrete Structures"
- Item 421, "Hydraulic Cement Concrete"
- Item 440, "Reinforcing Steel"
- Item 471, "Frames, Grates, Rings, and Covers."

Precast manholes, inlets, risers, and appurtenances are acceptable unless otherwise shown. Alternate designs for precast items must be acceptable to the Engineer and not deviate from the functional dimensions given. Alternate designs are to be designed and sealed by a licensed professional engineer.

A. Concrete. Furnish Class A concrete for cast-in-place manholes and inlets unless otherwise shown on the plans. Furnish Class A concrete or concrete meeting ASTM C 478 for precast manholes and inlets. Air-entrained concrete will not be required in precast concrete members.

B. Mortar. Furnish mortar composed of 1 part hydraulic cement and 2 parts clean sand. Hydrated lime or lime putty may be added to the mix to a maximum of 10% by weight of the total dry mix.

C. Bricks. Furnish first-quality, sound, perfectly shaped bricks. Provide clay or shale bricks that are homogeneous and thoroughly and uniformly hard-burned and that meet ASTM C 32, Grade MS or MM. Provide concrete bricks meeting ASTM C 55, Type I (Grade S-I). The maximum allowable water absorption of completely dry bricks is 16% by weight when submerged in water for 24 hr.

D. Concrete Blocks. Provide concrete blocks that meet ASTM C 139.

E. Cast Iron or Aluminum. Provide supports and steps conforming to the shape and dimensions shown on the plans that meet the requirements of ASTM A 48, Class 35B, for gray iron castings or ASTM A 536, Grade 65-45-12, for ductile iron castings. Steps may also be aluminum meeting ASTM B 221, Alloy 6005-T5. Provide steps in accordance with ASTM C 478, Section 16, "Steps and Ladders."

F. Timber. Provide sound timber for temporary covers when used with Stage I construction (see Section 465.3, "Construction") that is a minimum of 3 in. nominal thickness and reasonably free of knots and warps.

G. Other Materials. Commercial-type hardware of other materials may be used with prior approval.

465.3. Construction.

A. General. All types of manholes and inlets may be built either in 1 stage or in 2 stages, described as Stage I and Stage II. Build manholes and inlets designed to match the final

SPECIAL SPECIFICATIONS

SPECIAL SPECIFICATION ITEM LEAN-01

PEDESTRIAN BRIDGE PREFABRICATED H-SECTION TRUSS

Description

This item shall govern for the construction of a fully engineered clear span bridge of steel construction and shall be regarded as minimum standards for design and construction. These specifications are based on products designed and manufactured by the following:

Big R Bridge
P.O. Box 1290, Greely, Colorado 80632
Phone 1-800-234-0734 or 1-970-356-9600
Fax 1-970-356-9621
Email bigrbridge@bigrbridge.com

The following manufacturers are considered approved equals where all specifications herein are satisfied:

Contech Engineered Solutions
9025 Centre Pointe Drive, West Chester, Ohio 45069
Phone 1-800-338-1122

Wheeler Lumber, LLC
9330 James Ave S, Bloomington, Minnesota 55431
Phone 1-800-328-3986 or 1-952-929-7854
Fax 1-952-929-2909

Qualified suppliers must have at least 5 years of experience fabricating these types of structures and be AISC certified Major Bridge Fabricator with Fracture Critical endorsement. All suppliers shall fabricate their product – no brokers are allowed. Contractor shall be required to submit the following as part of the submittal review process prior to construction:

- Product Literature,
- Name and resume of bridge design engineer,
- Copy of AISC certification,
- Detailed drawings, field procedures, calculations, quality control manual, welder's certifications,
- Listing of previous projects including owner, location, size, year of fabrication, and contact person.

The Fabricator shall employ an engineer who is experienced in bridge design to perform all engineering related tasks and design. The engineer shall have a minimum of 5 years experience in bridge design and be a currently licensed civil or structural engineer in the State of Texas and State of Manufacture (if other than Texas).

Applicable Codes and Standards

Bridge shall be designed in accordance with the LRFD Guide Specifications for Design of Pedestrian Bridges, 2nd Edition, by AASHTO.

Other Reference Codes and Standards:

- AISC, Steel Construction Manual, Thirteenth Edition
- AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals, 5th Edition (AASHTO Signs)
- American Welding Society, Structural Welding Code, D1.1, Latest Edition
- National Design Specification for Wood Construction, ANSI NDS-Latest Edition
- Tropical Timbers of the World, US Forest Products Laboratory

Design

Span - Bridge span shall be 50'' - 0" horizontal straight line dimension and shall be measured from out to out of the bridge structure.

Width - The bridge width shall be 8' - 0" as measured from face of structural element to face of structural element.

Bridge System Type - The bridge shall be an "H-Section", with the floor beams welded into the inside face of the verticals.

- The bridge manufacturer shall determine the distance from the top of deck to the top and bottom truss members based on structural and/or shipping requirements with the following exception: The bottom truss members may be no more than 1'-6" below the top of the deck.
- The top of the top chord shall be a minimum of 4'-6" above the finished deck, adjacent to the chord.
- The bridge shall be designed for an occasional vehicle load of 10,000 pounds with 60% of the load on the rear axle.
- The bridge shall be designed for a uniformly distributed load of 90 pounds per square foot.
- The bridge shall be cambered for dead load of the bridge plus 1% of the overall span length.
- Wind loads shall be as specified by AASHTO Signs, Articles 3.8 and 3.9. Wind Importance Factor shall be 1.15.

Attachments:

- Horizontal safety rails shall be placed on the structure to a minimum height of 4'-6" above the deck surface. The rails shall be so spaced as to prevent a 4" sphere from passing through the rail. Rails may consist of round, square or rectangular hollow steel sections, angles turned with the toes turned to the verticals, or other steel section as required. Rails shall be welded directly to the truss or to spacers which are welded to the truss.
- The bridge shall have a tubular handrail on each side placed at a height of 3'-0". Handrail shall be mounted to the truss members to supply a clear 1.5" space between the inside of the rail and any truss member. Rail shall be designed for a horizontal load of 50 plf applied in any direction and a non-concurrent load of 200 lbs in any direction applied at the top of the rail. When rails are

designed to allowable stress criteria, the allowable stresses for members and attachments may be increased by one-third.

- Steel toe plates shall consist of ¼"x6" material or channel to be determined by the bridge manufacturer and shall be welded to the inside face of the verticals 2" above the finished height of the deck.

Materials

Structural Steel:

- All members of the truss and deck support system shall be fabricated from square or rectangular hollow structural shapes (HSS), with the exception that floor beams and stringers may be wide flange shapes. All open ends of end posts and floor support beams shall be capped. Drain holes shall be provided for all sections at the low point of the member that may become filled with water.
- Bridge shall be fabricated from corrosion resistant high-strength low-alloy material meeting, A242, A588, or A847.
- Minimum thickness of primary hollow structural shapes shall be 1/4 inch. Rolled shapes shall have a minimum thickness of 1/4 inch.
- All exposed surfaces of unpainted steel shall be blast cleaned in accordance with the Steel Structures Painting Council (SSPC), Surface Preparation Specification No. 7, latest edition, (SSPC-SP7), Brush-Off Blast Cleaning.

The bridge deck shall be ***normal weight reinforced concrete.*** The Bridge Manufacturer shall provide 20 gage (minimum) stay-in-place galvanized metal decking with steel side and end dams. Concrete decks shall be rough broomed transversely. Metal decking shall be secured with fasteners or welds as recommended by the decking manufacturer. Upper and lower layers of longitudinal reinforcement are required. One layer of transverse reinforcement shall be provided when the deck thickness above ribs is less than six inches, and two layers when six inches or greater.

Reinforcing bars shall be placed 2" min clear to top surface, and 1" min clear to all other surfaces or forms. Consideration of composite action from the metal form is prohibited. Concrete and reinforcement in troughs may be considered as contributing the strength of the deck when it can be shown this assumption is valid. Metal forms shall be designed for a construction live load of either 20 psf or a 200 lb point load. Dead load deflection due to wet concrete shall be limited to L/180 and 3/4". Bridge slab concrete shall be 4000 psi normal weight concrete. Aspects of concrete work, including but not limited to material properties, mix designs, plant and field quality control, and rebar placement including support and tying, shall be governed by AASHTO unless specified otherwise. Reinforcing bars, when used, shall conform to AASHTO M31, M42, or M53, grade 60.

Concrete and asphalt surfaces shall be constructed with a cross-slope of 1% unless camber is at least 1% or longitudinal grade is at least 1%.

Fabrication

The fabricators structural design of the bridge(s) shall be by or under the direct supervision of an experienced engineer who is licensed in the state of purchase and in the State of Texas. Design shall be in conformance with the governing specifications contained herein. Design calculations and fabrication plans shall be stamped, signed and dated by the engineer.

The engineer shall use a three dimensional frame analysis for the truss design considering all loads and load combinations specified by AASHTO. All joints capable of transferring moments shall be modeled as fixed or continuous members.

Trusses shall be designed as fully welded except at required field splices. Design shall consider the pony truss top chord stability criteria as defined in AASHTO where applicable. Truss vertical and floor members shall make a rigid frame to resist all lateral loads and stability loads specified by AASHTO.

All welded connections shall be designed for the loads present at the connections. Main member truss splices shall be designed as bolted. Main member connections shall use ASTM A325 bolts to match the material properties of the truss members and shall be designed as slip critical connections. Field installed bolts shall be fully tightened to AASHTO pretensions specified. Flaying surfaces shall not be painted and shall have a Class A contact surfaces. Splice plates, bolt heads, and nuts shall be touch up painted by the erector. Diagonal, vertical and other braces may be spliced with splice plates or through bolts at the option of the fabricator's engineer.

Deflection of the bridge:

- Vertical deflection of the main truss due to unfactored pedestrian load shall not exceed L/360 of the span.
- Horizontal deflection of the main truss due to unfactored lateral wind deflection shall not exceed L/360 of the span.
- Deflection due to occasional vehicle loads shall not be considered.

Bearing devices:

- Elastomeric bearings shall be used at each support of the bridge. Bearings shall be designed in accordance with Method A, preferred, or Method B as defined in the AASHTO bridge specification. Elastomer hardness shall conform to the temperature zones shown in AASHTO. Elastomeric pads shall be designed as steel reinforced where necessary. Cotton duct or fiberglass reinforcement shall not be permitted. Elastomeric Bearings with a Teflon/Stainless Slide Plate may also be used.
- Pads shall be designed for the temperature differences specified and for the actual rotations occurring at the bearing due to dead and pedestrian live loads. If local temperature records show a larger range of temperature than AASHTO, the Engineer/Architect shall so specify.
- Anchor Rod(s) shall be designed at the fixed and expansion end of the bridge for the forces present at that point. Anchor rods conforming to ASTM F1554 Grade 36, 55 or 105 shall be used. J shaped or hooked rods shall not be used if uplift is present under 0.9DL plus any uplift forces. The design shall consider longitudinal, transverse and uplift forces present under the standard AASHTO load cases. If epoxy rods are used the foundation design engineer shall be given the design loads and is responsible for the embedment design and details.

Welding:

- Welding procedures and weld qualification test procedures shall conform to the provisions of AWS D1.1, "Structural Welding Code," latest edition. Filler metal shall be in accordance with the applicable AWS Filler Metal Specification, and shall match the corrosion properties of the base metal.

SPECIAL SPECIFICATION ITEM LEAN-02

LIMESTONE FACED CONCRETE WALL

Description

This item shall govern for the construction of the limestone faced concrete sidewalk wall in the locations shown and as detailed in the Plans.

Construction

Construction of the wall shall be in accordance with TxDOT Standard Specification Item 423 for Retaining Walls.

Measurement and Payment

Construction of limestone faced concrete wall shall be measured and paid for per the linear foot of wall irrespective of the height of the wall. All labor, equipment, and materials including backfill and materials as detailed in the Plans required for construction shall be subsidiary to this item.